

AWARDS SPECIAL MASSIVE 132-PAGE ISSUE

Special Issue
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Auto EXPRESS

SPECIAL ISSUE

22 CLASS WINNERS REVEALED

BRITAIN'S BEST NEW CARS

Your ultimate guide to this year's top buys



NEW ALFA GIULIA

FULL STORY Stunning exec aiming to beat BMW



WILD NEW LOTUS
...and secret SUV plans revealed

**PLUS
FORD'S
NEW MPVS
TESTED**

OFFICIAL

ALL-NEW MINI CLUBMAN



PLUS Your chance to win a car in a million

1st-28th July Special Issue



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Official fuel economy figures for the BMW i3: mpg N/A, CO₂ emissions 0g/km, nominal power output (electric motor) 62 miles/100 km (combined cycle) 12.9 kWh. Total range: 118 miles (combined cycle). Customer orientated range: up to 118 miles (combined cycle). Range without use of Range Extender: up to 93 miles. Figures may vary depending on different factors, including but not limited to individual driving



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style, climatic conditions, route characteristics and preconditioning. *Test drive subject to status and availability.

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MY15 Avensis Excel 2.0 D-4D 5dr Touring Sports. Official Fuel Consumption Figures in mpg (l/100km): Urban 47.9 (5.9), Extra Urban 68.9 (4.1), Combined 58.9 (4.8). CO₂ Emissions 124g/km. The mpg & CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is MY15 Avensis Excel 2.0 D-4D 5dr Touring Sports at £28,440. Price excludes Orion Blue paint at £495. Prices correct at time of going to press. *0% APR Representative available on new retail orders of MY15

Avensis when ordered between 1 June and 30 September 2015 and registered and financed through Toyota Financial Services by 31 December 2015 on a 24 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 24 month AccessToyota contract with £8,727.99 customer deposit and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC. Registered Office: Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over 16,000 charged at 12p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.

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EXPRESS**
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AWARDS
2015



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this week**



**First drive verdict on
new Superb Estate**

WE loved the Skoda Superb hatch when we drove it earlier this year – and now it's time to put the bigger, more practical Estate through its paces.

The sleek and stylish body arguably looks even better in estate form, yet offers more bootspace – with a gigantic 1,950-litre load bay when the rear seats are folded flat.

Head to autoexpress.co.uk this week as we get behind the wheel to deliver our definitive verdict on the newcomer.

**For more visit
autoexpress.co.uk**

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Should I buy a new
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Overall winner

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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



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for loss or damage. Originated on Apple Macintoshes. Repro by Mullis

Morgan. Printed by Benham Goodhead Print, Bicester. Distribution:

Seymour, 2 East Poultry Avenue, London EC1A 9PT. Tel: 020 7429 4000,

Fax: 020 7429 4001. Website: www.seymour.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars

are driven to the limit and performance tested using Racelogic VBOX

computer timing equipment. Auto Express also assesses the cars over

many miles of mixed public roads before delivering its Road Test Verdict.

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Our winners highlight the pace of progress in the car business



XC90 and XE are just two of 2015's new breed of stars

AE CHOOSING an award winner is one of the most challenging jobs we have – while it might not mean life or death for any particular model, it means more people are likely to buy the car we choose. And that's exactly why we spend so long researching, testing, analysing and deliberating – in effect, we're spending someone else's cash and there are few greater responsibilities.

But we're confident that the 22 class winners we introduce you to in this issue are the very best new cars you can currently buy – whatever you need and whatever you've got to spend. Some may disagree, but nobody has been through the extreme and painstaking decision-making process we have. And nobody has driven more cars more miles to make sure you get the very best advice.

What's made this year's list so much fun to compile is the sheer volume of new and revised models we've had the privilege of testing. New cars come thick and fast these days, with regular updates that are making the tech business look tardy – and that's really saying something.

But it's the way the industry reacts to those of us wanting more, more, more that is hugely impressive. And although we're the first to stand up and shout if prices go up too much, you can't fail to be impressed by the levels of comfort, refinement, efficiency, safety and technology on even what is described as a 'basic' model these days. Legislators are no help, either, making constant demands of the industry.

As well as choosing the best models you can buy – and naming a truly exceptional Car of the Year – we've also given some special awards to recognise

exceptional work in the car industry. As always, we look forward to your comments, so feel free to get in touch.



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Sexy Alfa Giulia eyes



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AE THE long wait is over; Alfa Romeo has finally unveiled its 159 successor, which signals the start of yet another rebirth for the ailing brand. This is the new Giulia saloon, revealed here in top-spec Quadrifoglio trim and on sale in mid-2016.

It's the first of eight new models from Alfa due by 2018, and will play a significant role in helping the Italian brand boost its sales to over 400,000 by the end of that year; in 2014, it shifted 74,000 models.

The Giulia's bold design is a world away from the angular 159's, and signifies Alfa's move away from family saloon rivals and into compact exec territory. The 159's intricate headlamp design is replaced by large LED units that sweep round to the wheelarches.

While the trademark Trefoil V-shaped grille remains, underneath are purposeful air intakes and a prominent lip spoiler. The

■ **Striking 159 successor revealed**
■ **Hot Quadrifoglio offers 503bhp**

long, kinked bonnet sweeps back to a steeply raked windscreen, while the side profile reveals a rounded window design similar to the 8C coupé's. The Quadrifoglio (it stands for Cloverleaf) also has butch side sills, although it's not yet clear whether more humdrum models will get these styling cues.

There's a hint of Jaguar's XE in the coupé-like rear three-quarter profile, but Alfa has made the car its own with sweeping LED tail-lights and a neat boot spoiler. This model sports racy quad tailpipes with a gloss black surround, hinting at the performance from the Ferrari-derived powertrain underneath.

The BMW M3-rivalling Quadrifoglio model produces 503bhp from its 3.0-litre Bi-turbo petrol V6 – that's 78bhp more than the M3, and up with the Mercedes-AMG C 63 S. And it promises 0-62mph in 3.9 seconds, which is faster than virtually all of its rivals. There'll

■ **OFFICIAL**

INTERIOR
Cowled dials are the only bit of classic Alfa inside, as Giulia has a sweeping dash and large central screen



**FIRST LOOK**

Giulia saloon is set to take fight to BMW and Jag when it goes on sale next year, and has looks to succeed, plus a 503bhp V6



"There's a hint of XE at rear, but Alfa's made the Giulia its own with sweeping LED tail-lights and neat boot spoiler"

3 Series



be a choice of auto and six-speed manual gearboxes, plus the car will be available with rear or four-wheel drive – a radical departure from the front-wheel-drive 156 and 159.

Alfa boasts of 50:50 weight distribution, and uses lightweight materials throughout including aluminium for the wings, doors and rear crossmember, a carbon fibre bonnet and roof, and other composites. It also claims best-in-class torsional rigidity.

All cars get multi-link rear suspension and double front wishbones. The Quadrifoglio is said to offer 3bhp per kilo, and we can expect even top variants to weigh around 1,500kg. Adaptive dampers and an updated DNA variable driving system are also available, but it's unclear if base cars will get these.

The Quadrifoglio also debuts performance tech that's new to Alfa, including Torque Vectoring, an electromechanical Integrated Brake System and an Active Aero splitter that manages



Alfa axed the 159 (below) in 2011, but now it has bold ambitions for the Giulia as it targets the compact exec market

downforce for better high-speed stability. CEO Harald Wester told Auto Express great efforts have been made to differentiate the Giulia from the dominant German (and now British) compact exec crowd. He explained: "Premium brands offer the same thing. They are interchangeable. If you exaggerate, you could say they're boring. New Alfa will put the driver back at the centre. It'll once again become the perfect fusion of man and machine. Putting the driver at centre stage means they're at the heart of the brand."

Alfa started with a blank canvas when it came to the Giulia's interior, too. Its design is a world away from those of current Alfas: while familiar details remain in the cowed dials and chrome-ringed ventilation controls, the swooping dashboard and large central screen are new. Sporty features such as carbon fibre trim throughout and a push-button engine start mark the car out from small executive rivals. The tall centre console is a result of its rear-wheel-drive layout.

Practical new MINI Clubman

Bigger, better six-door estate to rival VW Golf; starts at £19,995



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AE MINI has revealed the new Clubman. On sale now from £19,995, it joins the three and five-door hatches in the range, and aims to widen the appeal of the British brand to more customers.

Until the new Countryman arrives next year, the new Clubman is the largest and most practical MINI on sale. At 4,253mm long and 1,800mm wide, and with a 2,670mm wheelbase, it's 270mm longer and 73mm wider than the model it replaces. It's also noticeably longer and wider than the outgoing Countryman, and is our first proof of MINI's plans to bump both the Clubman and Countryman up a class.

The car sits on BMW's UKL1 platform, just like the MINI hatch, plus the BMW 2 Series Active and Gran Tourers. As a result, the Clubman will now rival big players in the compact estate market like the Volkswagen Golf Estate; the previous car was more of a competitor to the likes of the Skoda Fabia Estate.

The newcomer also ditches the quirky Clubdoor – a two-door arrangement with a third half door on the driver's side that made the previous car impractical for British owners. This latest model has a traditional layout of four side doors, but keeps the two retro 'barn' boot doors – the Clubman's nod to the original Morris Mini Traveller and Austin Mini Countryman of the sixties.

Open the split doors – or wave your foot under the bumper for electric operation if you add the optional Comfort Access – and there's a 360-litre boot that grows to 1,250 litres if you fold the back seats. The Clubman has a 60:40 split rear seatback, but there's an optional 40:20:40 split, plus a storage pack brings a variable boot floor, lash points, cargo nets and a 90-degree seat position.

Up front, the Clubman gets a unique design for the air-con controls and the dash wraps round to the doors. Still, MINI's usual circular central instrument binnacle features, with 6.5 or 8.8-inch screens available, and there's a raft of trim choices. New options include memory front seats and the MINI Excitement Pack, comprising customisable ambient lighting and the MINI logo projected on to the ground from the mirror. Bosses expect 50 per cent of buyers to choose the

"Latest model has a traditional layout of four side doors, but keeps the retro 'barn' boot doors"

OFFICIAL



£2,875 Chili pack that adds kit like heated sports seats with cloth/leather trim, Comfort Access, park distance control, automatic air-con and LED headlights and foglamps.

Prices start at £19,995 for the Cooper. This features a 134bhp 1.5-litre three-cylinder petrol engine, covers 0-62mph in 9.1 seconds and hits 127mph. It claims 55.4mpg and emits 118g/km of CO₂.

Diesel fans can opt for the Cooper D at £22,265, which returns 68.9mpg and returns 109g/km from its 148bhp four-cylinder 2.0-litre engine. The 0-62mph sprint takes 8.6 seconds and its top speed is 132mph.

Until a John Cooper Works version arrives – it's due in mid-2016 – the 189bhp 2.0-litre petrol Cooper S is the hottest Clubman. It does 0-62mph in 7.2 seconds and 142mph, and promises 45.6mpg and 144g/km.

We can expect a hot 168bhp 2.0-litre SD Clubman diesel, while a three-cylinder petrol plug-in hybrid – rumoured to appear in the next Countryman – could also feature.

DOORS

New Clubman now features conventional layout, with two passenger doors on each side, and is longer and wider than the car it replaces



Clubman opens its doors



SPACE

UKL1 platform, shared with three and five-door, promises a sharp drive; dash unique to Clubman; electric seats are optional



Barn-style doors open to reveal big boot; storage pack comprises underfloor cubby



SPACE

Passengers in the rear will feel benefit of car's longer wheelbase, as well as the easier access



Load capacity is 360 litres with rear seats up; fold them and it grows to 1,250 litres

Extreme Lotus 3-Eleven wi

■ **Hardcore sports car weighs 900kg** ■ **Limited to just 311 models**



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AE LOTUS stunned the Goodwood Festival of Speed when it revealed an all-new track-ready 3-Eleven sports car – the fastest road machine the brand's ever made. It's even lapped Lotus' test track in Norfolk 10 seconds faster than the current Evora 400.

Powered by a tweaked version of that model's supercharged 3.5-litre V6, the 3-Eleven develops 443bhp and weighs a mere 900kg. It sprints from 0-62mph in less than three seconds and tops 180mph. Half the 311-model production run has already been sold, and the 150-odd remaining cars start at £82,000 for the road version and £115,200 for the race model.

Lotus chief Jean-Marc Gales told Auto Express that within minutes of him revealing the newcomer, two further orders had been taken. He added that he expects all examples to be sold by the autumn.

The decision to build the 3-Eleven was taken only 12 months ago. Development testing will begin in the next few weeks at the company's Hethel track, before a bid to set a new record lap time – most likely at Germany's fearsome Nürburgring. Production will begin in February, and customers will receive their

“Half the 311-model run's already sold, and within minutes of revealing the car, Lotus chief said two further orders had been taken”

cars in April. The styling is an adaptation of the old 2-Eleven's, with an Exige-based front end, an open cockpit and a sleek composite body. It's based on a 'bespoke' extruded and bonded aluminium chassis, with the roadgoing version featuring a twin-sidebar rollcage and racing versions getting a full cage to comply with FIA regulations. The roof scoop and rear spoiler combine to produce 215kg of downforce at 150mph.

The suspension is a lightweight double-wishbone design all-round, with an adjustable anti-roll bar, Eibach springs and Ohlins adjustable dampers. The car also features a limited-slip differential, lightweight forged-alloy wheels and 332mm vented brake discs with four-piston calipers.

When fitted with the standard aeroscreen and optional passenger chair, the 3-Eleven becomes a two-seater – or there is an optional tonneau panel available should the driver wish to be alone. There's also a removable steering wheel, a TFT screen and four-point harnesses. The race version ups the ante with an optional data-logger system, FIA-approved driver's competition seat, a six-point harness plus a fire extinguisher and battery kill switch.

“It's a giant-slayer, capable of embarrassing far more expensive rivals. It condenses our engineering know-how into one hardcore package, and is so focused that it won't suit everyone,” Gales told us.

“It takes us back to the type of Lotus Colin Chapman would recognise, and is the start of something special for us. Lotus is all about being the fastest on the circuit through intelligent lightweight building techniques.

“The 3-Eleven sticks to this belief and is the first of many exciting things to come.”

■ **OFFICIAL**



Minimalist cabin available as single or two-seater, and offers aeroscreen



Jaguar F-Pace is shaping up

JAGUAR'S first-ever production SUV is on the horizon, and now we can see a little more of what to expect from the new F-Pace with these latest spy shots. The Porsche Macan rival will debut at September's Frankfurt Motor Show, with prices expected to kick off from around £30,000.

We've previously seen test mules of the SUV, but the disguise is now slowly beginning to peel away, allowing us to make out how the showroom model will look. It still appears very close in design to the C-X17 concept, yet these new shots show the overall size of Jag's trademark grille flanked by large air intakes and slim headlights similar in style to the XF saloon's.

The sloping roof and steeply rising rear shoulder line maintain that sporty look, while the letterbox rear window and sharp profile have hints of the Range Rover

Evoque. Jaguar is referring to the F-Pace as a “performance crossover” as opposed to an SUV. The name is designed to help avoid any potential sibling rivalry with more rugged products offered by sister company Land Rover, such as the new Discovery Sport. What it also highlights is a distinct bias towards on-road performance rather than off-road ability.

To that end, a range of four and six-cylinder petrol and diesel engines, and eventually a performance-focused V8 – likely to be the 5.0-litre V8 from the F-Type – will feature to ensure its competitiveness.

The F-Pace will be a strict five-seater, and assuming it sticks closely to the concept's 4,718mm length, will be fractionally larger than its main rivals, the Audi Q5 and BMW X3. Full technical details for the Jaguar won't be released until later this year.

ON TEST
Spies caught F-Pace on test, and slim XF-style lights are visible under the disguise



■ **SPIED**

ings in with 443bhp



Track-focused 3-Eleven has Exige-based front end and open cockpit

...And SUV will come to UK if it wins over China



As he took wraps off 3-Eleven, Gales said he's confident SUV will be hit

LOTUS' recently confirmed 'China-only' SUV – due in 2019 – could be heading to the UK by 2020, according to the company's CEO. However, it first needs to find success in the Far East.

Boss Jean-Marc Gales told Auto Express: "Its first market will be China, but we haven't yet decided if it'll be sold anywhere else. Yet obviously if the car is a success there – and I strongly believe it will be – we'll go outside of China." He also confirmed that the SUV will be "much lighter and faster than any other currently on offer". He added: "SUVs are too big and heavy. We want to get them to be light and fast. The nearest rival will be the Porsche Macan – but ours will be better."

Gales is keen to continue the current deal Lotus has with Toyota, so the SUV will be petrol-powered, potentially with hybrid assistance to satisfy Chinese buyers. But if the decision is taken to sell the car in Europe, the SUV would "have to be offered with a diesel engine".

Over the next three years, Gales plans to increase Lotus' sports car production from just over 2,000 cars a year in 2014 to 4,000 annually. But an SUV would bring in even more sales, he says, and the segment is one "manufacturers cannot ignore – even a sports car manufacturer". However, he admitted that hybrid power would be suitable for an SUV but not for the marque's sports cars.

news in brief



345bhp 'shock' for mega new Focus RS

FORD'S finally confirmed a power output for its new Focus RS – and the mega-hatch gets even more than we expected. Previous claims of 316bhp-plus have been smashed by the official 345bhp figure.

That's only 17bhp less than Audi's £39,950 RS3 Sportback, but the Focus (above) is tipped to start from less than £30k when it goes on sale in early 2016. It shares the 2.3-litre EcoBoost turbo petrol with the new Mustang, but gets 10 per cent more power and 4WD.

Lexus gives its IS an NX turbo boost

LEXUS' IS has been given extra appeal, for petrol fans at least, in the form of the 2.0-litre turbo from the NX crossover.

The engine features in a new IS 200t model, and delivers 241bhp and 350Nm of torque through an eight-speed auto – enough for 0-62mph in seven seconds flat. It manages up to 40.4mpg, while emitting 167g/km of CO₂. The new IS 200t goes on sale in September.

PAGE 98: Lexus NX 300h joins fleet

Audi buggy launch in mission to moon

AUDI'S teamed up with German engineers to create an unmanned lunar buggy, in a bid to win the Google Lunar XPRIZE.

The competition sees teams from around the world attempt to place a robot on the moon's surface that can explore for at least 500 metres. It's then tasked with transmitting high-definition video back to Earth. Audi will be assisting scientists in construction and propulsion of the buggy, which – if it wins – will travel to the moon in 2017.



British car industry's record year

THE UK car industry turned over a record £69.5 billion in 2014, with the average worker generating £440,000, according to the latest report from the Society of Motor Manufacturers and Traders (SMMT).

Vehicle production is at its highest since 2008, with the industry on track to produce 1.95 million vehicles in the next two years, aided by greater worldwide demand for UK-built cars than ever.

The number of jobs is up, too, with 27,000 roles added in 2014, taking the total working in the industry to 799,000.

The report also shows workers are more efficient, with one new vehicle rolling off a UK production line every 20 seconds.

In each of the five years up to 2014, an average of 11.5 vehicles were produced for every person employed in the industry, compared with 9.3 vehicles from 2005 to

ON A ROLL
MINI's Oxford plant among the success stories behind growth in UK car production in past few years



2009. Yet even though production is up, the industry is becoming greener. CO₂ emissions per vehicle have fallen by five per cent year-on-year, while energy and water use also dropped in 2014, further increasing the sustainability of the UK car industry. Mike Hawes, SMMT chief

executive, said: "The UK automotive industry can be proud of its achievements as it continues to set new standards."

"The sector is delivering growth in volumes, turnover and employment, while reducing its environmental impact." **P28: How UK car industry bounced back**

Fiat with



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For once, parents and lovely off-spring can agree, driving a Fiat 500 has never been more of a breeze. Low monthly payments* give you 3 years peace of mind. With servicing† and telematics insurance* included, you just turn the key and off you go. Harmony, it seems, is a car called the Fiat 500.

For more information visit
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fiat.co.uk

Fuel consumption figures for Fiat 500 range in mpg (l/100km): Urban 49.6 (5.7) – 64.2 (4.4); Extra Urban 65.7 (4.3) – 91.1 (3.1); Combined 58.9 (4.8) – 76.3 (3.7). CO₂ emissions 113 – 90 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results. *Finance subject to status. Guarantees may be required. Fiat Financial Services PO BOX 4465, Slough, SL1 0RW. †The servicing plan includes three annual services, authorised service stamps and any product or software update. This plan includes all the parts, labour and fluids required to perform the service schedule created for your car. *Fixed price telematics insurance from Carrot Insurance subject to status. Underwritten by Zurich Insurance plc. Promotion available for customers aged 18 to 30, on new Fiat 500 1.2 hatchback models (excluding limited editions). Excess mileage charges apply. The package consists of two separate Fiat Financial Services agreements with a blended representative 3.9%APR. The first agreement is a Fiat i-Deal PCP agreement with the servicing plan included; this is a three year agreement at representative 2.4% APR. The second agreement is a personal loan for the insurance; this is a one year agreement which will be renewed annually for 3 years at representative 9.49%APR, subject to status. Terms and conditions apply. Go to www.fiat500withinsurance.co.uk for full details.

Fresh-faced A-Class cleans up

New look for baby Mercedes
Cleanest model emits 89g/km



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AE MERCEDES has revised its A-Class for 2015, with new looks, engines and kit. The exterior changes are subtle, and include a new diamond grille, optional LED headlamps and updated tail-lights. There are also fresh front and rear bumpers; the latter features integrated exhaust pipes to "emphasise the sportiness and dynamism" of the new car.

Inside is an updated instrument cluster and graphics on the dials, plus new switches and buttons. Buyers will also get the option of a larger eight-inch central screen (standard on Sport and AMG Line cars), as well as Apple CarPlay and MirrorLink functionality. There is a choice of new colours and trims, plus ambient lighting that can be individualised with 12 colours and five dimming levels.

Arguably the biggest news, however, is that the most efficient A-Class – the A180 d (replacing the A180 CDI) – now matches the BMW 1 Series EfficientDynamics Plus and Audi A3 Ultra for CO₂. Spec the SE trim with 16-inch alloys, and the 1.5-litre diesel will emit 89g/km and return 80mpg-plus.

Elsewhere, the A220 d (replacing the A220 CDI) and A250 petrol get a 7bhp boost, while customers spec'ing the 7G auto benefit from 'Launch Assist' for faster acceleration.

At the top end of the range, the flagship AMG A 45 gets 21bhp more power and 25Nm more torque, at 376bhp and 375Nm. That means it sprints from 0-62mph in 4.2 seconds – 0.4 seconds faster than before and 0.1 seconds up on the new Audi RS3.

Plus, a new F1-inspired Motorsport Edition has been launched. All A-Class Motorsport Edition models get petrol green trim on the bumpers and wheels, plus the air vents and

OFFICIAL

Diamond grille and optional LED lights set A-Class apart



INTERIOR
 Eight-inch screen is now an option in higher-quality cabin; new AMG A 45 has 21bhp more power



stitching inside. They have similar details on the seatbelts and black leather sports seats.

Prices have yet to be announced, but the Motorsport Edition pack will be exclusive to the A220 d and A250. Lesser cars make do with SE, Sport, AMG Sport and Engineered by AMG trims, plus Sport Edition and AMG Night Edition specs. The new A-Class goes on sale on 3 July, with first deliveries in September.

...As new ultimate E-Class hits road

THE Mercedes E-Class is hurtling towards production, as this lightly disguised AMG-tuned E 63 proves. It's expected to debut in early 2016 – not long before the next BMW 5 Series pitches up – and its new, more curvaceous design can be clearly seen.

Huge 'nostrils' in the front bumper set the M5-rivalling E 63 apart, as do the four exhaust pipes at the rear. Under the bonnet it'll use Mercedes' latest 4.0-litre twin-turbo V8, with power up to around 600bhp, trouncing the M5's 552bhp. It's likely we'll have to wait until 2017 before the company pulls the wraps off this full-fat AMG model.

As the E-Class is based on the new rear-wheel-drive MRA platform, which currently underpins the new C-Class and S-Class, an ultra-efficient plug-in hybrid is a certainty, as is more cabin space and all the tech currently offered on the S-Class.

IN DISGUISE

Camouflage can't hide 'nostrils' and four exhausts on E 63. It's set to top new E-Class range, which is due in dealers early next year



SPIED



G-WAGEN AIMS HIGH

MERCEDES has confirmed the G500 4x4² concept will enter production in December, starting at 226,100 Euros in Germany (£161,861).

Essentially a four-wheeled version of the G63 AMG 6x6, the G500 4x4² (above) gets wider tracks and jacked-up suspension, giving it 450mm of ground clearance – more than twice that of a regular G-Class.

Power is from the AMG GT's 4.0-litre bi-turbo V8, detuned slightly to produce 416bhp.

EXCLUSIVE: New figures reveal points are a postcode lottery

- Big difference in penalties
- Solicitors call for uniformity



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AE BEING handed penalty points on your licence is a postcode lottery with police forces taking an “ad-hoc approach” to motoring offences across England and Wales, according to exclusive figures.

Auto Express can reveal where you’re most likely to be handed points and where forces are more likely to offer you a second chance at a driver awareness course rather than face your day in court.

The figures, obtained through a Freedom of Information request by solicitors Caddick Davies, show that committing an offence such as speeding or not wearing a seatbelt is most likely to result in points in West Yorkshire, where the take-up for a driver awareness course is just 15.28 per cent.

Cambridgeshire and Nottinghamshire are the next worst places to be caught, with less than a quarter of drivers being offered and completing a driver awareness course.

In contrast, the take-up rate in Merseyside is 78.82 per cent – the highest out of any police force in England and Wales – and subsequently where penalty points are least likely.

The results of the research also show the difference in availability of courses. Some forces, such as Humberside or Norfolk, have seven different types ranging from speed awareness and seatbelt courses to driver behaviour and motorcycle-only offerings.

That’s compared to Wiltshire, which just offers the national driver alertness

Areas where you’re least likely to get an awareness course...

Force	Take-up
West Yorkshire	15.28%
Cambridgeshire	21.93%
Nottinghamshire	24.08%
City of London	25.91%
Gloucestershire	32.78%

Areas where you’re most likely to get an awareness course...

Force	Take-up
Merseyside	78.82%
Norfolk	66.04%
Essex	61.00%
Northamptonshire	54.00%
Suffolk	51.00%

“We would like greater consistency so motorists are treated equally, irrespective of where an offence is committed”

NEIL DAVIES Caddick Davies solicitors

course, or Devon and Cornwall and Cleveland forces, which only have the national driver alertness and speed awareness programme on offer.

Neil Davies, who compiled the figures with Caddick Davies colleague Dan Wardle, claims it’s a struggle knowing what advice to give clients due to the vast differences. He said: “It is clear that an ad-hoc approach

has been taken to what driver re-training courses are offered by different police forces. For the motorist it means that you may be treated differently dependent upon where you commit an offence.

“We would like to see greater consistency and uniformity of the courses offered so motorists are treated equally irrespective of where an offence is committed.”

How likely you are to get points or a course depends on which part of the country you are stopped in



Three-cyl turbo for updated Cee’d

KIA has freshened up its Cee’d and three-door pro_cee’d ranges to help tackle the updated Hyundai i30.

Styling tweaks are modest inside and out, but the big news is the addition of an all-new 1.0-litre three-cylinder turbo petrol engine, with 98bhp or 118bhp. The new direct-injection unit will eventually make its way into Kia’s other models. Other changes include tweaks to the 1.6 CRDi, which sees CO₂ emissions fall to 94g/km.

Elsewhere, there are plusher materials in the cabin, while the sat-nav and infotainment system from the Sportage has been added, offered with TomTom’s Live Connected traffic and weather services.

Also new is GT-Line trim, which brings sporty styling additions from the full-fat 201bhp GT model. The revised range goes on sale in the UK in October.

NEW LOOK
Both SW estate and standard hatch benefit from range of upgrades



WIN A CAR IN A MILLION

AS Kia’s Cee’d goes from strength to strength, we’re giving you the chance to share in the success story.

As we reported in Issue 1,376, the brand recently built its millionth Cee’d at its Slovakian factory, and we were on hand to get the next million on the way – by helping to build number 1,000,001!

And now you can win that car, a stylish 98bhp 1.4-litre pro_cee’d SR7 in Fusion White paint (below). Log on to www.autoexpress.co.uk/winakia to enter and for full terms and conditions.



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Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO₂ Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Fiat's MX-5-based 124 Spider

■ Spies catch two-seater on test in Detroit ■ Shares tech with Mazda



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AE IT'S been in the pipeline for some years, and started life as an Alfa Romeo, but these spy shots finally confirm that the new Fiat 124 Spider exists and is tantalisingly close to production. Auto Express broke the news in a world exclusive back in March (Issue 1,357) that Fiat was planning to revive the iconic name with a Mazda MX-5-based roadster, yet this is the first time we've spotted it in the flesh.

The prototype, seen here testing on the highways of Detroit – thanks to the Fiat-Chrysler Group (FCA) alliance – gives little away in terms of front and rear styling, but it's possible to glean some details that mark it out from its Japanese cousin.

Most striking is its slightly longer bonnet, exaggerated by the bulging camouflage, while a divided headlamp design is visible under the cladding. The uncovered side-on view reveals its MX-5 origins, with a near-identical door and window line and matching roof design. The rear is entirely hidden from view, but we're expecting a softer shape to differentiate it from Mazda's roadster.

Our exclusive image shows what we expect the 124 Spider to look like when it's revealed to the public some time next year. It was originally destined to wear an

"Slightly longer bonnet is exaggerated by bulging camouflage, while divided headlamp design is visible"

Alfa Romeo badge and be built alongside the MX-5 at Mazda's factory in Hiroshima, Japan, but when CEO Sergio Marchionne insisted that no Alfa could possibly be built outside Italy, the FCA Group was forced to perform a U-turn, commission a redesign and rebadge the car as a Fiat.

Still, to please performance enthusiasts unsettled by the thought of a 'humble' Fiat badge on the bonnet, a hotter Abarth 124 is likely to arrive soon after, with increased power and suspension tweaks to bring it closer to more serious two-seaters, such as the BMW Z4 and even the Lotus Elise.

Under the skin of the Spider, we expect to see the MX-5's lightweight rear-wheel-drive chassis transfer largely unchanged. Our source previously revealed that the Italian model would weigh in at less than 1,000kg, like the Mazda, and come with a range of "small, affordable engines". The most likely candidate is the 1.4-litre four-cylinder MultiAir turbo petrol, which could be tuned to several outputs to cover all the bases.

An Abarth version, our source claimed, could be taken "to 200[bhp] without issue", and when combined with such a low kerbweight could push the car towards Porsche Boxster territory in terms of straight-line performance.

We'll expect to see further prototypes being gradually undressed closer to the official reveal, which is likely to take place in spring 2016, ahead of a showroom release next summer. Prices and specs won't be announced for some time, but we estimate the lowest-powered 124 Spider will start at under £20,000. More powerful examples will move above that threshold, while a full-fat Abarth could be in excess of £25,000.

SPIED



PROVEN

Under skin, Fiat is set to use MX-5 running gear. Due to low kerbweight, hot versions could rival Porsche Boxster for performance



Nissan's name game on 592bhp Juke-R

EARLIER this month, Nissan released a teaser image of the Juke-R Nismo – a new version of the company's mad Juke-R.

Now, however, the car's lost its Juke-R Nismo badge and is instead called the Juke-R 2.0. While the reasons behind the change are unclear, we do know that Nissan has radically updated its bonkers crossover to make it even crazier than before.

The old Juke-R's 545bhp 3.8-litre turbocharged V6 engine, sourced from the GT-R supercar, has been tuned to 592bhp – the same as the Nissan GT-R Nismo. It promises 0-62mph in less than three seconds and a top speed of over 200mph.

Not only does the 2.0 have more grunt, it also sports fresh bodywork. It's been restyled to bring it into line with the standard car, which was facelifted in 2014, and borrows the updated model's

new headlamps, daytime running lights and V-motion front grille.

Nissan's also added more blistered bodywork. The front bumper is now carbon fibre and has been redesigned with larger holes to help feed more cool air into the uprated engine. The bonnet is taken from the regular Juke as well, but it's been fitted with bare carbon engine cooling ducts. To the side are new carbon fibre sills, while at the rear there's a carbon bumper with a large diffuser and bolder exhaust cowlings.

Inside, the FIA-spec roll cage, snug bucket seats and steering wheel-mounted paddles for the six-speed dual-clutch box remain, and the Juke-R's menacing matt black paint has been carried over to the 2.0. There's no word yet on whether the car will make production, but it's likely to be sold in very limited numbers for upwards of £400,000.

OFFICIAL



Juke-R has new name and is even crazier than before, with 592bhp



Spider roadster is go



"To please performance fans unsettled by the thought of a 'humble' Fiat badge on the bonnet, a hotter Abarth 124 is likely"

Automeia



Poblete

EXCLUSIVE IMAGE

We published this image in March, showing how 124 Spider could look. It's due to land in showrooms next summer

news in brief



Special Sportage is a big hit for KIA

KIA has launched a new special-edition Sportage SUV. Starting from £20,995 and on sale now, the Axis (above) is designed to offer luxury features from flagship models at a lower price.

It's available with the 1.6-litre petrol and 1.7-litre diesel engines, and gets a gloss black radiator grille, roof rails, LED tail-lamps and electric folding mirrors. Inside, there's black trim and headlining, leather seats, a seven-speaker Infinity sound system and touchscreen sat-nav.

Captur crossover hit by recall woe

RENAULT is recalling 27,000 Captur crossovers in the UK and Ireland. It's due to a problem with the brakes that sees incorrectly positioned wheelarch liners rub against the brake hoses.

The urgent recall notice states this could affect braking efficiency, but cars can still be driven as a warning light would notify owners if this happened. Renault is contacting customers, and dealers will fix the fault free of charge.

Morgan 3 Wheeler gets electric power

MORGAN revealed a new electric version of its quirky 3 Wheeler at the Goodwood Festival of Speed. Hand-built to order, the EV3 (below) will go into production towards the end of next year after a full development programme.

The usual two-stroke engine is replaced by a single electric motor producing just 60bhp, but the car weighs 75kg less than the petrol version, at only 450kg. The company claims it has a range of up to 150 miles.



Leaf in range extension



WIRELESS CHARGE BOOST

REGULATIONS for wireless charging tech could be agreed by early 2016. Chagemaster showed us the latest Qualcomm Halo tech this week and said it's ready to be fitted in homes, but Government rules on how the set-ups should detect foreign objects on charge pads (above) are needed first.

The tech's likely to be offered on plug-in cars as an option from 2017.

GOING THE DISTANCE

Battery boost will enable Leaf to go up to 160 miles on single charge



AS well as turning up the power on its Juke-R (opposite), Nissan is set to increase the range of the Leaf – the best-selling electric car in the UK – by offering a larger 30kW battery in addition to the current 24kW unit from next year.

The extra battery capacity will enable the car to cover around 150-160 miles per full charge – up from the 80-100 miles expected

out of existing Leafs. But Nissan won't stop there; an all-new Leaf, due in 2017, is expected to offer a variety of battery options beyond 30kW, with top-spec cars covering a range of around 250 miles.

"Expect the next-generation Leaf to mirror any other car with a wide range of engine options, but ours will all be electric-powered," a Nissan insider said.



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**NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6)
CO2 Emissions 119 g/km. MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9),
Combined: 48.7 (5.8), CO2 Emissions 136 g/km.**

Models shown - NEW MG6 DTI-TECH TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

Death of disc has caused rise in motorists with untaxed vehicles

■ Figures show increase in drivers caught without tax ■ Ignorance of law being blamed

■ **EXCLUSIVE**



"117,490 enforcement cases were created in the six months since the tax disc was scrapped"



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AE ENFORCEMENT cases for untaxed cars have risen by almost 50 per cent in the six months since the tax disc was scrapped, Auto Express can reveal.

Exclusive data obtained from the Driver and Vehicle Licensing Agency (DVLA) shows 117,490 enforcement cases were created between October 2014 and March 2015 compared to just 82,999 and 86,939, in the previous two six-month periods when the tax disc was still in operation.

The number of out-of-court settlements issued for drivers without tax has nearly doubled, too, since the abolition – to 97,348 from 53,799. Prior to the changes, we reported on concerns over motorists losing out on a month's tax when they sell their car and how untaxed cars would be tracked. But an Auto Express poll of 6,514 readers found 42 per cent said the new system is actually better and 11 per cent said they'd noticed no real difference.

However, 16 per cent admitted they still weren't aware of the changes, with the main one being that tax isn't transferable during

"Lack of awareness has caused the rise rather than more proactive enforcement from DVLA"

the sale of a vehicle. And it's this part of the revamped set-up that has caused the increase in untaxed fines, according to the DVLA, rather than a more proactive enforcement approach or motorists deliberately trying to evade tax.

A spokesman for the DVLA told us: "We continue to operate a comprehensive package of measures which makes vehicle tax easy to pay but hard to avoid.

"We write to every new vehicle keeper when they buy a used vehicle to remind them that they must tax the vehicle before they can use it. If they don't, they become eligible for enforcement action."

Paul Watters, head of roads policy at the AA, said it had received numerous examples of drivers being unwittingly caught out.

He added: "People who don't know the tax automatically cancels when a vehicle changes hands may have bought a second-hand car and been told, perhaps dishonestly, that the disc is valid when it isn't. We had examples where members had a disc, but it wasn't valid and so were fined."

The tax becomes invalid once the V5C paperwork has been processed, so the enforcement case can take weeks to catch up. Watters said an online vehicle keeper transfer system is needed to make it easier rather than just sending letters to drivers.

He added: "Currently it's not happening in real-time. If it was online you could have a big warning screen about the tax becoming invalid. That would stop a few of these who have been caught out."

IN THE DARK

Auto Express poll found that 16 per cent of drivers were completely unaware of the recent overhaul to the tax system

New Alpine draws closer to the road



WE first saw the Alpine Celebration concept at the Le Mans 24 Hours in June, then it made another appearance at the Goodwood Festival of Speed last week – and now we've had a sneak preview of how the production car could look.

These patent drawings have surfaced on the Internet, revealing subtly different styling to the show car – and fuelling rumours that this is how the showroom version, on sale in 2016, will turn out.

Gone are the concept's rear wing and jutting front spoiler, replaced by a smooth rear deck and more subtle front bumper. The biggest change is at the rear, where the wide-set twin exhausts make way for a single, centrally mounted, hexagonal pipe.

Technical details are few and far between at the moment, but we do know it will be mid-engined, and is likely to use a 2.0-litre turbo – possibly with a dual-clutch auto gearbox as the only option. Plus, Renaultsport will set up the chassis.

IN SHAPE

Grainy patent drawings were taken from the Internet, and appear to show final version of Alpine, which debuted at Le Mans (below)



Mustang cabrio leads st

Ford Mustang Convertible



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AE AS test drives go, a 1.16-mile sprint up a driveway lasting barely a minute isn't ideal. For our first drive of the Ford Mustang Convertible in the UK, I was picturing more of a US-style road trip – fast wide roads, wind in the hair: you've seen the movies.

Unfortunately this short test up the hill at Goodwood during the Festival of Speed was all that was on offer. We'll have to wait until October for right-hand-drive Mustangs to arrive in the UK, so our car was a left-hooker, but with the 312bhp 2.3-litre turbo EcoBoost engine and a six-speed manual gearbox, it was the ideal spec for UK buyers.

Painted in navy blue, it's also about as subtle as a Mustang gets, but the recognition it got from the public around the Goodwood paddock was surprising. This is a car that everyone knows about.

The course consists of a compulsory flamboyant getaway from the line, followed by a fast right-hander. By this point two



DRIVEN

things were already clear – it's no lithe sports car, but cornering stability is impressive, and the EcoBoost engine has a bigger set of lungs than you'd think.

Acceleration is smooth and strong, rather than rapid, but Ford has managed to engineer in an exhaust note that does a passable impression of a V8, so on full

throttle you don't feel short-changed. A slow chicane, fast sweeping left-hander and a pootle back to the pits confirmed that the Mustang has all the ingredients to hold its own against more polished European competition. It's very different to, say, an Audi A5 Cabriolet – bigger, softer, not as well made – but has charm to spare.

Auto Express Verdict

WE'D normally steer you towards buying the coupé, with its superior structural rigidity and marginally sharper handling, but with the weather playing ball and the roof down, it's this Cabriolet that we'd choose for the ultimate road trip.

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The new Tivoli comes with a 1.6 litre petrol or diesel engine, a leather interior, 7 airbags, 7" touch screen and 5 year limitless mileage warranty all from only £12,950.

TIVOLI
I LOVIT

Fuel consumption figures in mpg (l/100km): Urban 28.8 (9.8) – 34.5 (8.2), Extra urban 49.6 (5.7) – 52.3 (5.4), Combined 39.2 (7.2) – 44.1 (6.4). CO2 emissions in g/km: 167-149. Model featured is a Tivoli ELX at £16,500 including optional metallic paint priced at £500 including VAT, delivery charge, road fund licence and first registration charge. Prices are correct at time of going to print but may be changed at any time.

Cars at Goodwood

Porsche Cayman GT4

DRIVEN



GOODWOOD is the ultimate garden party, so what better way to take it all in than from the driver's seat of the ultimate Porsche Cayman? Despite it being such a short track – as associate editor Jack discovered in the Mustang – it never fails to amaze how much you can learn about a car in such a short space of time, especially one as beautifully engineered as the GT4. A Porsche purist's dream, the manual-only Cayman was a joy to drive – agile, direct but controllable and less intimidating than a 911 GT3. The fear factor was ramped up with thousands of fans watching us skim past the hay bails, but the Cayman never felt anything other than utterly planted and easy to place with incredible precision.

Bentley GT3-R

FIRST RIDE



WHILE the Continental GT3 race car continues to defy physics on race tracks around the world, its roadgoing sister car has arrived as the sportiest road-legal Bentley to date. But the Conti GT3-R doesn't throw all comfort out of the window, combining luxury with searing performance, making it a surprisingly pleasant way to ascend the Goodwood hill. The cabin gets extra carbon fibre trim throughout, but apart from that, it's just like its more luxurious cousins. The GT3-R is far lighter than other models, though, and its acceleration and cornering ability are vastly improved. It's accompanied by a throaty engine note that seems a bit out of place in a luxury car like this, but we loved it anyway.



Mat Watson

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Video watch

TWO fast cars for you this week at autoexpress.co.uk/videos – Porsche's 911 Targa GTS and the sizzling Alpina D3 diesel.

Porsche 911 Targa GTS driven in Sicily



THE Targa GTS is simply beautiful, and it's also the most expensive non-turbocharged normal Porsche 911 on sale. Auto Express was lucky enough to get behind the wheel along the route of the road race which gave it its name – the legendary Targa Florio in Sicily. Was it the case of the perfect car on the perfect road? Watch our thrilling video to find out.

Living with a hot diesel Alpina D3



BMW now offers a number of models that combine diesel fuel economy with M car-like performance, but for those wanting to add exclusivity to the mix, there's the Alpina D3. With a 3.0-litre turbodiesel, this 3 Series-based saloon can return 40mpg-plus, but with 350bhp it's bonkers quick. So what's it like to live with?

You can watch any of our videos on your phone. Simply scan this QR code.



Aston Martin GT12

DESPITE shameless pleading on our part, Aston resolutely refused to let us drive the GT12 on the Goodwood hill. But even a passenger ride in the most focused roadgoing Aston ever is a lip-smacking prospect. From the moment the 6.0-litre V12 fires into life, you know the GT12 is something special. There was a spine-tingling note from the titanium exhaust, while the cold tyres initially struggled to put the power to the road. But once on the move, the GT12 rocketed forward, although it was clear from the passenger seat that the auto box delivers brutal full-power gearshifts that send shocks through the whole car. The stiff suspension means there's next to no body roll, but the huge reserves of grip are easily broken when the throttle is buried.

FIRST RIDE



We got a feel for devastating pace and amazing sound of GT12 during passenger ride up Goodwood hill at Festival of Speed

Garage of the Year 2015 crowned

THE winner of the Garage of the Year 2015 award has been announced with Crescent Motoring in Burton-upon-Trent, Staffordshire, taking top honours.

The highly coveted gong is organised by Motor Codes and honours the best-rated garages in the UK from a network of 8,000.

Mark Terry, managing director of Motor Codes, said: "Motor Codes garages are providing first-class service to motorists across the UK. We're delighted to name Crescent Motoring as the best in the business. They provide excellent service to their customers."

"Anderson Clark of Inverness deserve recognition as our highly commended garage and, so too, do our nine other regional winners who made our shortlist. They should all be proud of their achievements."



WINNER

We teamed up with Motor Codes to honour Crescent Motoring in Staffordshire



Andy faced £1,700 bill to fix his Mondeo's turbo, and Ford initially refused to help

Ford gets wires crossed over servicing history

■ **CASE STUDY** Ford blames lack of "servicing loyalty" for not helping to fix Mondeo... then does a U-turn

AE Julie Sinclair

THANKS to Block Exemption rules, you're not tied to your new car's dealer network during its warranty period. However, Auto Express regularly hears from readers whose vehicle warranty has expired and are then shocked to discover that stony-faced manufacturers won't help them out, all because an inconsistent service history means that goodwill goes out the window.

That was exactly the reaction we got from Ford when we called on behalf of our reader, Andy Davis from Hawkinge, Kent. The turbo failed on his four-year-old Mondeo, and he hoped Ford staff would help. No such luck.

Andy had previously asked KAP Folkestone to investigate an engine management warning light during a recent routine service, and was shocked by its diagnosis.

"When I got the car back from KAP, it was undrivable; and I was told I needed to pay £1,700 for a new turbo to be fitted. Surely this shouldn't happen to a four-year-old car? This is my sixth Mondeo, and I've never heard of this before," he moaned.

We agreed, but Ford didn't. Its spokesman said: "The turbo has failed outside the warranty period. That's when we feel it shouldn't fail, and when we'd step in."

He added that the dealer had already carried out £160 worth of diagnostic work

STAMP KO

Ford said it wasn't obliged to offer any goodwill as Andy hadn't got car serviced by dealer, but backtracked at the last minute

"An inconsistent service history means that all manufacturer goodwill goes out the window"

free of charge, and that was all the goodwill Ford was prepared to offer because Andy's service history with Ford wasn't complete.

Andy, however, told Auto Express that simply wasn't true. He said: "I've had every single service carried out by Ford. I can't believe that they don't know that. The last



three were even with KAP Ford! I will not be using a Ford garage for this work or to service my car any more after the way they have handled this."

A few days later, Ford remarkably backtracked over its incomplete service history claims. It now said that Andy's Mondeo was "well maintained" and he'd been "loyal to the brand". The spokesman confirmed Ford would now be offering almost £600 towards the work.

But Andy wasn't happy with how he'd been treated by Ford and told us he'd found a cheaper quote elsewhere, adding: "It's too little, too late. They've lost a loyal customer."



Joe Finnerty

Road maintenance and delays are on the up... and we'd better get used to it

AE OVER the past 12 months, plenty has been written about the state of our roads and the need for further investment by the Government to repair potholes.

Despite the view that the UK's roads are falling apart around our cars, the number of roadwork projects underway in Britain has risen by 20 per cent in the past year, according to a new study by LV= Road Rescue.

Yet councils still have 139 outstanding roadwork projects on average. This is a shockingly big figure, and given how bad some of the road surfaces are, you have to question what all the work is achieving other than creating frustrating hold-ups for drivers up and down the land.

The LV= research found that a third of all car journeys made by UK motorists are now affected by these road maintenance projects. And while that's a pretty high number, in all honesty, I'm surprised it's not higher.

Given my experience on the roads around the south of England and in central London, I'd put that figure closer to 100 per cent. It's now a case of keeping your fingers crossed you'll be able to complete a journey without being held up by lane closures, temporary traffic lights or lengthy diversions.

The trouble is, if you do find a roadwork-free route, so too will every other motorist, leaving you stuck in traffic. Sadly, that's the life of the 21st century driver, and things are unlikely to improve. If we want smooth and pothole-free roads, we'll have to endure more work.

Joe_Finnerty@dennis.co.uk
@AE_Consumer

"A third of all journeys made by UK motorists are affected by road maintenance projects"

Number of road deaths in UK rose by two per cent in 2014, to 1,807



EU in danger of missing 2020 road death target

■ UK among nearly half of member states to report rise in fatalities

AE Martin Saarinen

THE EU could miss its 2020 road death target after reporting its worst annual fatality reduction since 2001. Figures from the European Transport Safety Council (ETSC) show 25,845 people were killed on EU roads in 2014 as a result of road collisions – a yearly decrease of just 0.6 per cent.

In 2010, the EU vowed to halve the number of road fatalities by 2020 to 15,750, and the latest data means EU member states now need to reduce deaths by eight per cent per year to meet the 2020 goal.

However, nearly half of the 28 countries reported an increase in road deaths last year, with the UK up two per cent from 1,769 to 1,807. The largest decrease in road deaths was achieved by Malta, with a 44 per cent reduction.

The results come days after a promised target to reduce serious road injuries was dropped from a European Commission review.

Antonio Avenso, executive director of the ETSC, said: "These latest figures reinforce the message that road safety requires consistent political support at the highest level, constant vigilance on enforcement and network safety management, plus the need to respond to evolving challenges, such as increased numbers of people walking and cycling and an ageing society."



TRADING STANDARDS

Gerry Taylor
Trading Standards Institute
Lead Officer for the Motor Trade
www.tradingstandards.gov.uk

■ **JUST** as there are no required qualifications for car mechanics, there are no laws for the standard of their work.

However, the law does say that work must be carried out with reasonable care and skill. It's an implied term in any service contract you may enter into with a trader, and your rights are covered by the Supply of Goods and Services Act 1982.

Therefore, you're entitled to receive a level of care and skill that any reasonable mechanic would render. If you believe your work has been carried out poorly and there's evidence, take some photographs, approach the trader and politely express your concerns.

If you don't get any assistance, employ the services of an independent expert to carry out an inspection and diagnose if it's of satisfactory quality or not. If it's not, you can disclose your expert's report to the trader and request they put the matter right in accordance with the recommendations or take your vehicle to another garage to have the work rectified.

The costs can then subsequently be claimed back through the small claims court or an Alternative Dispute Resolution Scheme. It depends on the cost of the work as to whether pursuing a trader through the court is cost effective or not.

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems
Financial Ombudsman:
0800 023 4567
Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA):
0117 954 3300



Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC Mazda CX-3 debuts

FROM: csm52 I've been a Mazda owner for four years now, and was looking forward to seeing the new CX-3. I had high hopes for it as my next car – however, once I saw it I couldn't believe how small it was. My partner's old Hyundai i10 was taller than the CX-3, and roomier inside, too.

FROM: antonyr TO my eyes, this is one of the better-looking crossovers on the market. The great styling extends to the interior, and I suspect is matched with Mazda's usual high build quality. Mazda ranks high in reliability surveys, and I'm fond of its cars' engines and ride quality.



NEW LOOK
Bold crossover certainly looks the part, but not all readers are convinced by its price tag

Join the debate at www.autoexpress.co.uk

■ "Best looking small crossover, but the most expensive one, too. Hope Honda prices the HR-V more realistically." **erly5**

■ "I'd like to see the CX-3 against the Suzuki Vitara. We'll see if this crossover is worth the money." **Ideasabovetheirstation**

■ "If you kit out the Juke and Captur, they'll reach a price closer to the CX-3 so I don't see it as too expensive." **Scott Burge**

Roads should be subject to standards

FROM: Marc Levine In Issue 1,373, you highlighted the risky practice of drivers only replacing tyres after the minimum tread level has been passed. It's a pity there's no minimum standard for road surfaces. No penalty exists for allowing roads to fall into a state of disrepair.

Improved driving tests may cost more

FROM: Rich Evans I AGREE the driving test can be improved (Issue 1,373), and the experts gave good suggestions as to how. But will these potential improvements affect the cost of learning? As most learners are teenagers, it's the young drivers who are most affected.

Brands should get on dash cam bandwagon

FROM: David Williams WITH dash cams gaining popularity, I'm surprised no manufacturer provides them as a built-in option. Surely this would reduce insurance premiums and create a safer driving environment? If you're constantly recorded, it will make you think twice about your behaviour on the road.

Honda lives up to service reputation

FROM: Arthur Granger HONDA was highly rated in your Driver Power 2015 satisfaction survey, and I can see why. My Honda Accord keys broke on a Friday afternoon, and I contacted Marshall Honda in Mountsorrel, Leics, for a replacement. I had a new set of keys the next morning with a new key fob, too.

Useful Contacts



New Hyundai i30

It stopped you in a magazine,
imagine what it will do in the street.

Go beyond the stunning good looks of the New i30 and you'll quickly discover so much more. Spacious, efficient and full of all the latest technology, it's a car designed to be as enjoyable to drive as it is to look at. We make it possible from £12,995* including £2,200 customer saving. Find out more at hyundai.co.uk



Fuel Consumption in MPG (l/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – 83.0 comparative purposes and may not reflect all driving results. Model shown: New i30 Premium 1.6 120PS manual 5 door hatchback at including £2,200 customer saving. Offers available between 1st July and 30th September 2015 inclusive. 5 Year Unlimited Mileage Warranty terms and



(3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO₂ Emissions 169 – 94g/km. These official EU test figures are to be used as a guide for £19,325 OTR including Sleek Silver metallic paint at £530 and £1,500 customer saving. *On the road price of £12,995 applies to New i30 S 1.4 100PS Blue Drive manual 5 door hatchback exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



BRITISH LEYLAND

Once-great British Leyland fell apart in 1986 amid the chaos of bad management after years of strikes and disillusionment

PUTTING THE GREAT INTO BRITAIN

Our revitalised car industry's played a key role in the UK's economic rebirth. In the first of a new series, we look at how it bounced back from some very dark days



Ken Gibson
mail@autoexpress.co.uk

AE A REVITALISED British car industry is the shining star in the UK's economic resurgence, and once again it's a major player on the world scene. Last year, British automotive plants manufactured more than 1.52 million vehicles and 2.39 million engines, and they're on target to build more than two million cars a year by 2017.

Car-crazy UK drivers bought upwards of 2.47 million new motors in 2014 alone, making the British market the most buoyant in Europe – and sales continue to grow in 2015. The momentum shows no signs of slowing up, as already this year Jaguar Land Rover, Honda, BMW, Nissan, Toyota and Chinese brand Chery have all announced major new investment in the UK.

Britain's car industry has always been a key part of our business; indeed, in the fifties we were the biggest exporter of vehicles in the world. So it's hard to believe that in the late seventies and eighties we were on a fast track to self-destruction. Back then we had an inefficient, strike-riddled industry run by bad managers and

“UK motorists bought 2.47 million new cars in 2014 alone, making Britain Europe's most buoyant market”

disillusioned workers, which was highlighted by the inept and crumbling British Leyland empire.

When it was formed in 1968 after a merger between the British Motor Corporation and the Leyland Motor Corporation, British Leyland was meant to become a global motoring super-power producing cars, trucks and vans. It brought together some of the most famous names in motoring including Austin, Morris, MG, Jaguar, Wolseley, Rover and Triumph, alongside commercial brands such as Leyland, AEC, Albion, Guy and Scammell.

However, it turned into a recipe for disaster, and despite being renamed as BL in 1978, the writing was on the wall. The UK's biggest car firm was slowly dismantled over the next decade, before finally ending in 1986. BL's demise was mirrored by a slump that affected the whole UK car industry, and in 1982 auto production hit a record low of 900,000 – and 120,000 of those were kit cars sent to Iran.

The seeds for a very slow transformation were sown in the mid-eighties, when Japanese manufacturer Nissan laid the foundation of a new factory in Sunderland, while Toyota and Honda also started UK production in the years that followed. A major setback occurred in 2006, when the car industry here hit a new low with the collapse of MG Rover – resulting not only in the loss of 6,000 jobs, but also one of the most famous names in motoring. That's all in the past now, though, and it's in stark contrast with the



NISSAN

Japanese maker sowed seeds for UK's resurgence in eighties when it opened plant in Sunderland, which has now adapted – with royal approval – to build Leaf EV




HONDA

Honda began engine production at its factory in Swindon, Wiltshire, in 1989; by 1992 it was assembling cars there



situation today, and a booming, vibrant industry that's now one of the powerhouses of the motoring world.

The UK has more than 30 vehicle manufacturers, in excess of 2,350 component firms supplying parts, and is home to no fewer than eight Formula One racing teams. It employs upwards of 770,000 workers and the industry generates an annual turnover in excess of £64billion, making it the largest sector for UK exports and earning £27billion a year in revenue.

It's been an amazing comeback, and one that's ironically indebted to a clutch of overseas companies who still believed in the UK as a great car-making nation – and in the potential of a group of famous but dying British automotive brands. Most importantly, the foreign investors from Germany, Japan, India, America and Malaysia were all willing to invest heavily to revitalise the British car 



MG Rover collapse was a low point – but UK fought back to become a major player on world-class stage

industry. It was the initial belief of those Japanese car giants Nissan, Toyota and Honda that threw the lifeline to reinvent it and pull it back from the brink.

The Japanese gave UK workers the chance to prove that they were a match for anyone in the world – and it was a chance the Brits keenly grabbed with both hands. The result? A new breed of automotive worker, not only ultra-efficient, but innovative and self-motivated, too – people who have consistently proved themselves against the very best in the world, and won.

The ‘can do’ attitude of the British automotive worker was quickly noted by the rest of the global car industry, which consistently backed them with major investment. And alongside the workers has been a new generation of smart and dynamic British managers, who together are proving a formidable combination.

In recent years, British car plants have been victors in major battles against other factories located around the world to win contracts for new models that have safeguarded the future of thousands of jobs and created many, many new ones. Nissan’s Sunderland plant has gone from manufacturing a few thousand models annually in the late eighties to over 500,000 a year today – that’s more than the entire Italian car industry.

And the past decade has seen great British brands resurrected and brought back to the top of the motoring tree. MINI is once again the world’s most famous and successful small premium car, and Rolls-Royce has re-established itself as the ultimate name in motoring. They may now both be owned and bankrolled by BMW, but the cars are designed, engineered and built by workers in the UK, who’ve earned on merit every penny of the multi-million-pound investments from Germany.

Aston Martin and Bentley have regained their position as two of the most desirable luxury car brands in the world. Bentley is also owned by a German giant, Volkswagen, but it remains a vibrant company with its heart and soul in the UK and its British workforce.

Likewise, Aston Martin’s two main shareholders may be based in Dubai and Italy, but the engineers, designers and workers who’ve delivered its revival are all based at its Gaydon headquarters in Warwickshire.

Land Rover and Jaguar faced an uncertain future when they were bought by Indian conglomerate Tata from Ford in 2008, just as the world’s economy went into meltdown. At the time, they had to lay off 2,000 workers. Today, JLR has been transformed into Britain’s biggest car company, and it’s taken on over 15,000 workers in recent years to now

“UK won contracts for new cars that have safeguarded thousands of jobs and created many more”



“The Japanese gave UK workers the chance to prove they were a match for anyone in the world – and it was a chance the Brits grabbed with both hands”



TOYOTA

Another early believer in UK’s car producing potential, Toyota invested in Burnaston plant near Derby, and has reaped rewards



employ more than 30,000. Land Rover has strengthened its place as the leading manufacturer of four-wheel-drive vehicles on the planet, thanks to Tata’s commitment and investment, but more importantly to the skills of its highly motivated workforce. Meanwhile, Jaguar is fast becoming a force to be reckoned with, on the back of world-class models such as the XF, XJ and F-Type. The XE compact executive has just gone on sale, and the sporty F-Pace SUV is waiting in the wings...

Aside from the obvious motoring giants, small niche UK sports car manufacturers such as Morgan and Lotus continue to defy the odds by simply surviving in the cut-throat world of modern motoring.

British car manufacturers still face a tough road ahead in an ever-changing and increasingly competitive industry, but we’ve earned the respect of the rest of the automotive world as a genuine player with world-class workers, engineers and designers. Over the next few months, Auto Express will be celebrating the remarkable comeback in a special series of articles that’ll tell the inspirational stories of the companies and workers who have put the Great back in the British car industry.

1. NISSAN QASHQAI
226,235

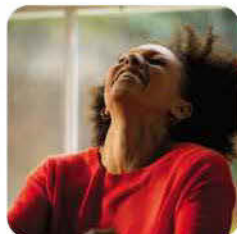
2. TOYOTA AURIS
140,068

OUR MOST PRODUCED CARS IN 2014

Most successful models are a testament to the faith Japanese brands had in the UK car industry



3. NISSAN JUKE
132,645



I want a load
of extras for no
extra cost.

#SR7

11:40 PM



0% APR

REPRESENTATIVE

£5,296 DEPOSIT | £6,498 OPTIONAL FINAL PAYMENT

£119 PER MONTH



cee'd SR7

9,000 miles p.a. 25 month term on personal contract purchase. Minimum 35% deposit required.



The Power to Surprise

You make us make better cars, like the new cee'd 'SR7' special edition. You want to have your cake and eat it and take a picture of it too. You want reliability and loads of extras like Bluetooth®, reversing sensors and alloy wheels. The SR7 range also comes with our Care-3 servicing package that covers your first 3 services for just £99. You want it, you got it.



Fuel consumption in mpg (l/100km) for the Kia cee'd 'SR7' are: Urban 33.6 (8.4), Extra Urban 58.9 (4.8), Combined 46.3 (6.1). CO₂ Emissions are 143g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia cee'd 'SR7' between 01/07/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia cee'd 'SR7' 1.4 98bhp 6-speed manual at £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



NEED TO KNOW

For an additional £1,365, Galaxy is available with the option of four-wheel drive for the first time, bringing it in line with the Kuga, Mondeo and S-MAX

Ford Galaxy

FIRST DRIVE New seven-seater promises more space, cleaner engines and better quality



Jack Rix
Jack_Rix@dennis.co.uk
@jack_rix

AE IF the MPV is being killed off by the SUV boom, nobody's told Ford. Following closely behind facelifted versions of the C-MAX and Grand C-MAX, plus the all-new S-MAX, this is the new third-generation Galaxy – the daddy of Ford's MPV quartet.

In UK showrooms, it's expected to be outsold by the S-MAX (driven on Page 34), with the Galaxy shifting 3,000 models a year to the S-MAX's 8,000, but there are distinct customers for both. Whereas the S-MAX is infused with a little sportiness and sacrifices some space to improve the handling and styling, the Galaxy is all about maximising interior room and functionality. As a result, it's a favourite with minicab operators, and predicted sales are skewed 65:35 in favour of fleet over private buyers.

CO₂ emissions are key, then, and Ford has kept them impressively low across the

board – they range from 129g/km in the 118bhp 2.0 TDCi diesel to 180g/km in the 237bhp 2.0T EcoBoost petrol. We drove the 178bhp 2.0 TDCi which, in our opinion, strikes the best balance between load-hauling performance and economy, claiming 52.3mpg and 139g/km when fitted with the excellent dual-clutch PowerShift automatic transmission.

Stick with the manual box, and that improves to 56.5mpg and 129g/km (a difference of £34.36 a month in Benefit in Kind to a higher-rate taxpayer), but we reckon the auto's worth the £1,550 outlay for the extra layer of sophistication it brings.

Whatever your speed, the 2.0-litre is a superb engine, pulling cleanly and smoothly through the gears with a surprising amount

of punch when you floor the throttle. Yet it's the refinement that really shines, so even long motorway journeys are whisper quiet.

Big strides have been taken in improving interior quality, with an uncluttered centre console built around an eight-inch touchscreen. There's plenty of plastic around, but it all feels rock solid, while your eye is drawn to the chunky brushed aluminium trim around the gearlever and dials. We'd recommend the full-length panoramic roof, which makes the interior feel half as big again, and leather seats that give everything a properly premium feel.

There's plenty of tech, too, including a digital display that fills the dials in the instrument cluster, a steering wheel covered in buttons and an impressive selection of

"Big strides have been taken in improving Galaxy's interior quality, with an uncluttered centre console"



36 REVISED AURIS
New look and punchy petrol turbo aim to make Toyota a contender.

38 MERCEDES GLE
New name and fresh look for ML. Plus, CLA Shooting Brake driven.

40 Q7 HITS BRITAIN
Big Audi SUV driven in the UK. Plus TTS Roadster verdict.

42 F-TYPE R V8 4WD
All-wheel drive makes Jaguar's snarling big cat less of a handful.



Essentials

Ford Galaxy 2.0 TDCi Titanium X

Price:	£35,395
Engine:	2.0-litre 4cyl turbodiesel
Power/torque:	178bhp/400Nm
Transmission:	Six-speed dual-clutch auto, front-wheel drive
0-62mph:	9.6 seconds
Top speed:	129mph
Economy:	52.3mpg
CO₂:	139g/km

ON SALE Now



With middle row in position, Galaxy offers 1,301 litres of space; rearmost seats rise out of floor and provide room for adults



PRACTICALITY Five buttons on the side of the load bay control seat folding mechanism, and allow you to expand boot capacity to a vast 2,339 litres with both back rows folded flat into floor



EQUIPMENT Our flagship Titanium X had optional 19-inch alloys, and also gets panoramic roof and electric tailgate. But even base Zetec offers 17-inch rims, dual-zone climate and eight-inch touchscreen



While body roll is an issue in corners, the Galaxy really impresses with its refinement

Olis Clay



safety systems, like lane keep assist, traffic sign recognition and an auto parking function for parallel and perpendicular spaces. Yet the Galaxy's real party piece is the flexibility of its seating arrangement. Not only is the third row big enough for adults, the seats can be lowered flat into the floor and raised again electrically via a button in the boot.

The second row is equally clever, with the outer seats folding and tilting forward to allow easy access to the third row, all three seats sliding back and forth individually, and all three flopping forward automatically. As you'd expect, boot space is massive: 300 litres with all seven seats in place, 1,301 litres with the third row down and 2,339 litres with just the front two seats in place. That's compared to 285, 965 and 2,020 litres respectively in the S-MAX.

Neat storage solutions are everywhere, with an especially deep bin in the front armrest, picnic tables for the second row and handy cup-holders for passengers right at

the back. Two USB plugs, three 12V sockets and a three-pin plug should take care of a modern family's power requirements, too.

No matter how many people are on board, there's no hiding the Galaxy's size, and you can feel the high centre of gravity tipping the body from side to side, especially with the panoramic roof fitted. Still, drive the car briskly rather than flat-out, and it does a good impression of the S-MAX, with meaty steering that you can sense weighting up as a corner unfolds. Plus, the suspension is supple enough to deal with potholes, but doesn't feel too bouncy over smaller undulations.

Of course, the silhouette is unavoidably boxy, yet the new family face, complete with swept-back headlights and skinny, horizontal foglamps, looks smarter than any of its predecessors'. Unlike the S-MAX, there are no roof spoilers and bodykits available, but our top-spec Titanium X test car benefited from optional 19-inch wheels.

PAGE 34: New S-MAX driven in the UK



AUTO EXPRESS Verdict

MOST people will be swayed by the more appealing styling and nearly-as-big interior of the S-MAX, but if it's maximum space, low running costs and mind-boggling flexibility you're after, then the Galaxy definitely delivers. Sealing the deal is the fact that this new model adds improved looks, premium levels of refinement and an impressive sheen of quality into the mix.



ON THE ROAD

Handling has a softer edge than before, but steering is responsive and there's plenty of grip



Pete Gibson

Essentials

Ford S-MAX 2.0 TDCi 180PS Titanium X

Price:	£30,645
Engine:	2.0-litre 4cyl turbo
Power:	178bhp
Transmission:	Six-speed manual, front-wheel drive
0-60mph:	9.7 seconds
Top speed:	131mph
Economy:	56.5mpg
CO ₂ :	129g/km

ON SALE Now



Ford S-MAX

Running costs

56.5mpg (official)
£85 fill-up



FIRST UK DRIVE Sportier seven-seater also updated, and it's grown up



Dean Gibson

Dean_Gibson@dennis.co.uk

AE THE Galaxy (driven on Page 32) isn't the only Ford seven-seater to have gone under the knife, as the company has also updated its S-MAX. This people carrier has always had a more sporting edge, with the Galaxy being positioned as the more sensible choice and the S-MAX the 'lifestyle' MPV in the range, offering sharper handling to match.

Although the S-MAX's looks haven't changed much, this model is actually all-new. There are fresh lights front and rear, and sharper body creases, and overall the S-MAX has a sportier stance than the Galaxy. Our Titanium X had optional LED headlights, whose strobing indicators add a novel touch.

Inside, the S-MAX has been given the same upmarket look as the Galaxy. While the touchscreen and large volume knob are identical, the centre console is positioned at a shallower angle for a sportier feel. Unfortunately, that means the touchscreen is a bit of a reach away, and the screen itself isn't especially responsive. Overall, though, the cabin has a high-quality air.

In the back, boot space is smaller than the Galaxy's, with 285, 965 or 2,020 litres available in seven, five and two-seat modes. That's the price you pay for the S-MAX's marginally smaller exterior dimensions, but even if the Galaxy didn't exist, you'd think the S-MAX is still a hugely versatile people carrier, thanks to the five individual seats in the back. The middle-row chairs slide independently, too, while all five fold completely flat.

On the road, the S-MAX feels more grown-up than before. There's still a vague hint of



NEED TO KNOW

Advanced kit such as park assist and adaptive cruise is all offered as an option



PRACTICALITY Middle row has three separate seats that slide back and forth, and can be reclined, too. Outer chairs fold forward to access back row



BOOT SPACE Fold all of the seats flat, and there's 2,020 litres of boot space – while even in seven-seat mode the S-MAX has 285 litres on offer

Auto Express Verdict

THE S-MAX has grown up – and while it doesn't look much different from before, it's fresher and the cabin has a more upmarket feel. As with the Mondeo that came before it, sharp handling has been sacrificed in favour of comfort. But while the saloon is a disappointment, this isn't such a bad thing in the S-MAX. The result is a hugely comfortable people carrier that is just as practical as ever.



its predecessor's sharp handling yet, as with the latest Mondeo, there's a softer edge to the way it drives. The steering is responsive and there's plenty of grip, and even though there's more body roll than before, this is forgivable in such a big people carrier – and it's still better than a Galaxy in this respect.

There's also a vague hint of pitch and wallow at speeds, but it's pretty well controlled – and that means the S-MAX is a hugely comfortable motorway cruiser. Just

like the Galaxy there's very little wind or road noise when you're pressing on, while the engine makes itself heard only when you're accelerating hard.

However, with 178bhp on tap, that 2.0 TDCi diesel has plenty of power – so you rarely need to give it full revs. The six-speed transmission feels precise and makes the most of the power, but again, in most circumstances you can just let the engine's torque do the work.

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PRACTICALITY Boot capacity remains the same as the old Auris', with a respectable 350 litres. Fold the rear seats and you get a decent 1,200-litre maximum, plus, importantly, a flat luggage area

Essentials

Toyota Auris Icon 1.2T

Price:	£18,295
Engine:	1.2-litre 4cyl turbo petrol
Power/torque:	114bhp/185Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.1 seconds
Top speed:	124mph
Economy:	58.9mpg
CO₂:	112g/km

ON SALE Now



New steering set-up provides better feel than in the outgoing model, while tweaked dampers ensure a much more comfortable ride



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AE SINCE the second-generation Toyota Auris arrived in 2012, there's been a raft of new and updated rivals all moving the game on with downsized engines, more daring styling and greater levels of kit. So, Toyota has carried out a mid-life refresh in a bid to ensure its British-built hatchback isn't left behind, and keeps pace with the recently facelifted Ford Focus and Hyundai i30, plus our favourite family hatch, the SEAT Leon.

Let's start under the bonnet, where at last Toyota's embraced the trend of fitting downsized engines. There's now a new 110bhp BMW-sourced 1.6-litre diesel and a turbocharged 1.2-litre petrol, and we test the latter here for the first time.

It's a totally new engine and sits alongside the old 98bhp 1.33-litre petrol (now tweaked to meet Euro 6 emissions regulations), allowing the Auris to take on the Focus 1.0-litre EcoBoost, Leon 1.2 TSI and Peugeot's 308 1.2 e-THP 130 without one hand tied behind its back. Like the

SEAT, Toyota has opted for four cylinders in its entry-level petrol and it means it's quieter under hard revs compared to the three-cylinder units in the Ford and Peugeot.

It's a little bit smoother than the Focus, too, while overtaking is easy if you keep the revs to between 1,500rpm and 4,000rpm. Fall out of this rev range, though, and you'll need to stir the box to keep your momentum. Fortunately, the six-speed manual is slick.

Toyota's 1.2 musters a healthy 114bhp, sitting between the 108bhp Leon 1.2 TSI and the 123bhp Focus 1.0, and its fuel economy of 58.9mpg is a match for them, too. CO₂ emissions of 112g/km are also roughly on par with the Leon and 308's in the £30 a year tax bracket – the 108g/km Ford is £10 cheaper to annually.

Compared to the slightly sluggish 1.33 model, the 1.2 is sprightly and a raft of subtle tweaks under the skin has improved the old Auris' woolly handling. There's a new steering set-up that delivers more feel than in the outgoing car, plus new dampers provide a more comfortable ride. The Auris has always been a softly sprung car, but



EQUIPMENT In 1.2 Icon spec, Auris comes with a reasonable level of standard kit, including 16-inch alloys and leather steering wheel and gearlever. Rear passengers benefit from decent amount of leg and headroom



Toyota

FIRST DRIVE Family ha

NEED TO KNOW

This 1.2 will make up around 25 per cent of Auris sales this year (Toyota estimates 19,000), but Hybrid will lead the way with over 50 per cent



Auris now has more presence on the road, with new front and rear bumpers giving a wider, lower appearance



"Toyota Auris has always been a softly sprung car, but the new version is even more supple"

Auris

atch benefits from a new look, plus downsized turbo petrol engine

Performance

0-62mph/top speed
10.1 seconds/124mph



Running costs

58.9mpg (official)
£58 fill-up



the new version is even more supple – the only downside is an even greater tendency for the body to lean through corners.

Push the Toyota through country bends, and the steering doesn't weight up as well as in the Focus or even the 308, yet it's a noticeable improvement on the old model's handling. There's also a lack of fluidity between steering, suspension, brakes and gearbox that VW Group cars such as the Leon, Skoda Octavia and Volkswagen Golf have nailed so well.

Apart from the dinky new engine, the Auris has also received a nip and tuck to its styling. There are new front and rear bumpers that make the car look lower and wider, updated front headlamps with LED daytime running lights and darkened light clusters at the rear.

Inside, there's a new seven-inch touchscreen (on all models apart from the entry-level car) and a 4.2-inch display in between the rev counter and

speedometer. Build quality has improved, too, although it still lags behind the Leon and Octavia's. Plus, the touchscreen isn't as simple to use as the one in the Focus.

The interior is still spacious, though. Rear head and legroom are decent, as is boot capacity, which stands at 350 litres with the rear seats up (34 litres more than in the Ford but 30 down on the SEAT) and 1,200 litres when the seats are folded down (just 10 litres less than the Leon's). The seats also fold completely flat, unlike the SEAT's.

The trim range has been extended, too, with Business Edition and Design slotting in between Icon and top-spec Excel, while Active kicks off the range at £15,295.

The 1.2 models start at £18,295 for the Icon, which comes with 16-inch alloys, a reversing camera and a leather steering wheel and gearlever, but we'd rather opt for the Leon 1.2 TSI. While the Spanish hatch does without the camera, it's much nicer to drive, better looking and costs £595 less.



Verdict

THE addition of a new 1.2-litre turbo petrol has made the Auris more competitive in the crowded hatchback class. Tweaks to the suspension, some added steering feel and the updated styling are all welcome, but its nearest rivals are still more fun to drive and look at. While the updated car is a definite improvement, the competition has moved on, too, so it's only enough to hold its position as the sensible all-rounder in the class.





Heavily facelifted newcomer is more stylish, efficient and capable than ML it replaces

Mercedes GLE 250 d

Performance
0-62mph/top speed
8.6 seconds/132mph



Running costs
47.9mpg (official)
£113 fill-up



FIRST DRIVE Fresh name, styling and upgrades breathe new life into ML-Class SUV



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AE FOLLOWING hot on the heels of the GLE Coupé, which debuts Mercedes' latest SUV naming structure, is the new GLE – essentially a heavy facelift of the old ML. However, the addition of the brand's fresh family design means it's more stylish, as well as more efficient and capable than ever.

The front is more swept back than its squared-off predecessor, while Mercedes' huge grille sits above two big air dams and houses the oversized logo. At the back, the ML's roofline has been carried over, so the most notable alterations are to the tail-lights and bumpers, which get a slight redesign.

As interior styling is shared with the GLE Coupé, there's a similarly generous helping of tech – even in this entry-level four-cylinder 250 d Sport – including a bigger, clearer infotainment screen compared to the ML's.

The 250 d's 201bhp 2.1-litre turbodiesel isn't quite as cutting-edge, though. There's just enough shove thanks to the 500Nm of torque from 1,600rpm, but on more open, faster roads you have to rev the engine hard. The smooth nine-speed auto shuffles gears around well, but the ageing diesel isn't the nicest-sounding unit – the old ML's 250 BlueTEC pumped out an agricultural clatter and the GLE isn't much of an improvement.

If you want more power (and less noise), there's also the same, sweet 350 d V6 diesel

from the GLE Coupé, as well as a GLE 500 e hybrid and the snarling AMG GLE 63 S super-SUV range-topper. Be warned, there's one real drawback with the hybrid – the battery pack eats into boot space significantly, dropping it from 690 litres to a mere 480.

Prices start from £49,280 for the 250 d; although it can't match the 500 e's 76.4mpg on paper, returning 47.9mpg and 155g/km CO₂, it's the next best thing when it comes to efficiency. However, for around £400 less you can get a BMW X5 with a more powerful and equally efficient 3.0-litre turbodiesel.

For a premium SUV the car has plenty of all-terrain ability, and with the optional off-road pack there are selectable ride heights to increase ground clearance. Low-range and hill descent control complete the raft of electronics for when the going gets tough.

It's unlikely that the GLE will stray too far from the tarmac, though; on the road is where it'll spend most of its time. We tried the adaptive suspension, and in Comfort the ride is settled, helped by the smaller 19-inch wheels and taller tyres. However, as with the old ML, it's still on the firm side.

Ramp things up to Sport and, as with the GLE Coupé, the regular 4x4 gets even firmer – it impacts on ride quality, but if you're looking for more control the suspension ties down the GLE's considerable 2,150kg bulk more effectively, reducing roll. The steering is light – even in Sport – but it means plenty of easy manoeuvrability.



NEED TO KNOW

Choose a higher spec than Sport, and an optional Dynamic pack replaces 250 d's steel springs with adaptive Airmatic suspension

Essentials**Mercedes GLE 250 d Sport**

Price:	£49,280
Engine:	2.1-litre 4cyl turbodiesel
Power/torque:	201bhp/500Nm
Transmission:	Nine-speed auto, four-wheel drive
0-62mph:	8.6 seconds
Top speed:	132mph
Economy:	47.9mpg
CO₂:	155g/km

ON SALE Now

EQUIPMENT Dynamic Select drive system is standard, as is reversing camera. You also get heated seats, keyless go, climate control, sat-nav, Bluetooth and DAB, plus power tailgate and LED lights



PRACTICALITY Boot space of 690 litres is 40 litres more than in the BMW X5. However, if you go for the hybrid, the battery pack eats into the area and cuts that to only 480 litres

**Verdict**

OVERALL, the updates mean the Mercedes GLE is an improvement over the outgoing ML, resulting in more speed, technology, style and efficiency. However, it's not without its flaws. The ride is unsettled on poor surfaces, and in 250 d form the engine still feels flat. A new nine-speed automatic gearbox improves the overall experience, but next to the GLE's main competitor – the BMW X5 – it isn't as fast, efficient or good value for money.



Mercedes CLA Shooting Brake

FIRST DRIVE Is stylish estate the best of both worlds – or a compromise too far?

Otis Clay

Essentials**Mercedes CLA 200 CDI Shooting Brake**

Price:	£29,225
Engine:	2.1 4cyl turbodiesel
Power/torque:	134bhp/300Nm
Transmission:	Seven-speed auto, front-wheel drive
0-62mph:	9.9 seconds
Top speed:	134mph
Economy/CO₂:	68.9mpg/106g/km

ON SALE Now

EQUIPMENT Garmin satellite navigation is an extra £495, while a reversing camera is £300, but standard kit includes sports seats, 18-inch alloys and climate control



PRACTICALITY Boot opening is tight for large objects, but there's a useful amount of space – a virtually identical volume to that in the Skoda Rapid Spaceback

**Verdict**

WE love how the forward-thinking CLA Shooting Brake blends style and practicality, but behind the wheel there are contradictions. The overly firm suspension and sports seats suggest a sharp drive, yet the underpowered and noisy diesel is a blunt instrument. There's a surprising amount of space plus the economy is impressive, but quite simply the way the car drives can't match the way it looks.

**NEED TO KNOW**

Both 200 and 220 CDI are in same 19 per cent company car BIK bracket, and both cost £20 a year in road tax



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AE ON paper, the CLA Shooting Brake could be the perfect compact family car. By combining the style of a coupé with the space of an estate it manages to tick several boxes at once, but this is our first encounter on UK roads. So, can the way it rides and handles match its head-turning looks?

Mercedes deserves credit for that plunging roofline and sharp side-glass profile – the car is daring and striking, but also looks a little tail-heavy from certain angles. Keep the rear bench upright and there's 495 litres of boot space. Granted, the pinched rear means the opening isn't the widest, but you can cram in four large suitcases with a little forward planning. Fold the back seats and that space expands to 1,354 litres – no match for the 1,620 or 1,668 litres in the VW Golf Estate or Honda Civic Tourer respectively.

Rear passengers get an extra 40mm of headroom, although legroom is still limited for six-footers – and it's not exactly light and airy back there, either. On a round trip from London to Cornwall, both our rear passengers complained of uncharacteristic car sickness, blaming the claustrophobic

atmosphere. Barring the limited rear visibility things are much better up front, with the same striking dash as the standard CLA and part-leather sport seats that are far comfier than the design would suggest.

It's a shame the same can't be said of the suspension, which crashed its way through London, smoothed out on the motorway, then went back to feeling far too firm on Cornish back roads. What's really disappointing was that our entry-level Sport was on the smallest 18-inch wheels and did without the lowered springs fitted to AMG Sport models.

The steering is light but reacts quickly enough, while the suspension keeps body roll in tight check, yet it's no sports car. In fact, our 134bhp 200 CDI felt underpowered with four people and a boot full of luggage. Once up to speed on the motorway it can pull all day, but getting there is a struggle, as is listening to the diesel clatter when similar BMW and Audi engines are so much quieter.

We'd recommend forking out an extra £1,400 for the more powerful 220 CDI with 175bhp and 350Nm of torque. Not only do you get welcome extra poke, but the penalty on economy and emissions is negligible – it claims 67.3mpg and 108g/km versus 68.9mpg and 106g/km in the 200 CDI.

"By combining coupé style with estate space, CLA Shooting Brake ticks several boxes at once"



Four-wheel drive and optional adaptive air-suspension make Q7 accomplished on the road

Audi Q7

FIRST UK DRIVE How does all-new luxury SUV perform on British roads?

Performance

0-62mph/top speed
6.5 seconds/145mph



Running costs

47.9mpg (official)
£91 fill-up



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AE AUDI'S Q7 is the latest premium SUV to receive a total overhaul from the ground up. It's available with only one engine from launch – a 268bhp 3.0-litre TDI – and we headed to the New Forest to try out the lighter, larger and faster Q7 on UK roads.

A lesser-powered 215bhp car will join the range from October, offering slightly improved emissions and economy – and a £2,350 saving on the list price. However, if you can afford it this first engine should complement the Q7's sophisticated character that little bit better. There's barely any noise on start-up, and even when you put your foot down it surges forward in a state of relative calm.

All Q7s use Audi's trusted quattro four-wheel drive, and our car was also fitted with the advanced four-wheel-steer system. At high speeds this turns the rear tyres in the same direction as the fronts to boost stability. At low speeds, however, the bulky Q7 moves its front and rear rims in opposite directions, allowing it to turn tighter than a current-generation A4. At £1,100 it's a costly option, though, so unless you find manoeuvring particularly tricky we'd put the money towards the brilliant adaptive air-suspension system, which is £2,000.

Do so and the Q7 feels composed in Comfort mode yet sporty and fun in Dynamic – it makes for a truly rounded and refined

drive. The Audi's near the top of the efficiency class, too. Only Volvo's four-cylinder XC90 D5 emits less CO₂, at 149g/km vs 153g/km.

Inside, there's a welcome jump in quality and it all feels built to last. The innovative Virtual Cockpit from the new TT is a £600 option, but all cars have clear dials and an 8.3-inch central screen. Space up front is good, and the plump leather seats offer decent support. The raised driving position gives a great view of the road, and all the switches operate with the usual Audi class.

Behind the driver and front passenger seats, you'll find five individual chairs. The middle row slides independently to offer more or less legroom to those behind, while in the forward-most position there's enough space for a pair of adults in the third row.

All UK cars get this electrically operated third row as standard. The chairs fold down into the floor at the flick of a button to reveal a 770-litre boot, which is not only bigger than those of the BMW X5 and new XC90, but is also just 23 litres shy of dedicated seven-seaters such as the Citroen Grand C4 Picasso. Leave the third row up and you'll benefit from a 295-litre load area, or enough for a few small bags. Total load volume stands at 1,955 litres – or 85 bigger than you'll find in an X5.

Parents will be pleased that all six passenger seats come with Isofix child seat mounts. Even the safety-conscious XC90 can't claim that...



NEED TO KNOW

Q7 has shed up to 325kg, making it the lightest car in its class. However, it still tips the scales at more than 2,000kg

Essentials

Audi Q7 TDI S line

Price:	£53,835
Engine:	3.0-litre V6 diesel
Power:	268bhp
Transmission:	Eight-speed auto, four-wheel drive
0-62mph:	6.5 seconds
Top speed:	145mph
Economy:	47.9mpg
CO₂:	153g/km

ON SALE Now



EQUIPMENT All cars come as standard with an 8.3-inch screen, MMI Navigation Plus, keyless go and a power tailgate. However, the Virtual Cockpit display from the TT is an optional extra



PRACTICALITY Seven seats are standard, although you can delete this option if you want. The rearmost row folds electronically, while all three middle chairs slide independently



Verdict

THE new Audi Q7 is an impressively accomplished sports utility vehicle. It's luxurious, good to drive, comfortable and practical, and – thanks to the fact that it weighs 325kg less than before – shouldn't cost you the earth to run. Specify the air-suspension system and the higher-power 268bhp 3.0-litre diesel engine, and this really could be a strong challenger to the new XC90.



Audi TTS Roadster

FIRST DRIVE Most impressive TT Roadster yet still falls just short of Boxster



Pete Gibson

Essentials

Audi TTS Roadster

Price:	£42,495
Engine:	2.0-litre 4cyl turbo
Power/torque:	306bhp/380Nm
Transmission:	Six-speed twin-clutch auto, four-wheel drive
0-62mph:	4.9 seconds
Top speed:	155mph
Economy:	39.8mpg
CO₂:	163g/km

ON SALE Now



BOOTSPACE Capacity is 280 litres, which is only 25 down on the Coupé. The opening is narrow and the boot shallow, but it is surprisingly long



CABIN As ever, Audi's impressive Virtual Cockpit plays a starring role. TTS is hugely quick on the road, and 4WD provides welcome security



Verdict

IN terms of looks, performance and upmarket appeal, the new TTS Roadster has the Boxster covered. It's also better equipped and more cost effective to run, while its quattro all-wheel-drive system adds the bonus of all-weather security. However, for ultimate driver thrills and engagement, the TTS still cannot quite match the mid-engined Porsche.



NEED TO KNOW

Six-speed manual box saves £1,365, but 0-62mph sprint takes 5.2 seconds and CO₂ rises to 173g/km



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AE WITH summer in full swing, Audi has lifted the lid on its brilliant flagship TTS. Boasting the same 306bhp 2.0-litre turbo engine and four-wheel-drive layout as the fixed head machine, the new Roadster has the Porsche Boxster firmly in its sights.

Roof up or down, the sharply styled Audi has its German rival beaten for kerb appeal, particularly when finished in the vibrant Vegas Yellow of our test car. Better still, the triple layered and powered fabric hood can be raised and lowered in just 10 seconds and at speeds of up to 31mph.

With the roof stowed, you're closer to the noise from the TTS's four tailpipes. The turbo four-cylinder doesn't sound as charismatic as Porsche's flat-six, but there's a purposeful burble at idle and meaty growl when accelerating, while cars equipped with the S tronic twin-clutch gearbox emit a distinctive exhaust flutter between rapid-fire upshifts.

As you'd expect from an engine delivering 306bhp and 380Nm of torque, performance

is blistering. The combination of launch control and quattro four-wheel drive allows the TT to rocket from 0-62mph in just 4.9 seconds, but it's the relentless mid-range acceleration that really impresses. Even in sixth gear the TTS pulls hard, letting you blast past slower traffic in the blink of an eye.

Happily, the Audi's power is matched by impressive composure on a twisting back road. Like all models underpinned by the VW Group's MQB platform, the TTS feels responsive and planted through a series of corners.

There's a tiny amount of flex in the bodysell over bumpy surfaces, but the quick steering, strong grip and unbreakable traction mean the Roadster is hugely confidence-inspiring in all conditions, while the standard 'magnetic ride' adaptive dampers allow you to choose between cast-iron body control when driving quickly or a smooth ride when you want to cruise.

It's ultimately not as involving as a Boxster, but it comes closer than any TT Roadster before and in terms of ultimate point-to-point pace the Audi is every bit as fast.

Elsewhere, the newcomer is pure TT Roadster. That means a beautifully finished cabin, plus a special acoustic hood that comes close to matching the coupé for refinement.



Vibrant Yellow paint boosts appeal. Roof goes up in 10 seconds



NEED TO KNOW

The four-wheel-drive system adds £4,850 to F-Type price, and it's available on both roadster and coupé versions of S and R

Essentials

Jaguar F-Type R AWD Coupé

Price:	£91,660
Engine:	5.0-litre V8 supercharged
Power/torque:	503bhp/680Nm
Transmission:	Eight-speed automatic, four-wheel drive
0-60mph:	3.9 seconds
Top speed:	186mph
Economy:	25.0mpg
CO ₂ :	269g/km

ON SALE Now



ROOF Standard choice looks great and lets plenty of light in, but you can spend £1,250 for a full panoramic option or £2,500 on a full carbon fibre roof

Jaguar F-Type R AWD

FIRST DRIVE Four-wheel drive makes big cat less of a handful



James Disdale

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AE THE Jaguar F-Type R Coupé is one of the most desirable cars on the planet, but there's no denying that the hugely powerful rear-wheel-drive machine can be a bit of a handful, even in the dry. So in an effort to tame the fiercest of its big cats, the British brand now offers four-wheel drive.

Visually, there's very little to distinguish the AWD model from the stunning standard car. But eagle-eyed fans will spot the extra bonnet bulge needed to accommodate the 503bhp supercharged V8 engine. It's been raised by 10mm to make room for the extra transmission hardware that's only available with the slick eight-speed auto box.

At the heart of the new system is an electronically controlled clutch that can divert around 30 per cent of the engine's torque to the front wheels, but in normal conditions it sends all its power to the rear axle. That means for most of the time the AWD car feels like the standard one to drive.

But accelerate hard out of a slow corner or a junction and the newcomer simply grips and goes. There's a split second's hesitation as the centre differential shuffles the Jag's muscular 608Nm of torque between the axles, but then the F-Type simply squats down and fires down the road like a sprinter out of the blocks.

In the two-wheel-drive car you'll experience a much slower getaway and a flashing traction control light as the electronics struggle to put the R's monumental power output down on the road. According to Jaguar, the AWD will



Leather seats are embossed with R logo. Coupé sounds exhilarating on the move



sprint from 0-60mph in just 3.9 seconds, which is a tenth quicker than the two-wheel-drive model. That might not sound like a huge gain, but it's impressive given the new transmission adds 80kg of weight.

The effects are even more marked when you switch the stability control off. Where the old car would require a sensitive right foot to contain wheelspin, the AWD needs severe provocation to break traction – but when you do it will spin all four wheels!

In day-to-day use, the AWD system makes the R much more relaxing and confidence-inspiring companion on twisting back roads. It also allows you to access the full performance potential of the Jag's brilliant V8 come rain or shine. It's not quite as involving or composed as a four-wheel-drive Porsche 911, but the F-Type is still an agile and entertaining sports car, and the 1.4mpg drop in economy to 25mpg is unlikely to put off well heeled customers.



PRACTICALITY Boot space has never been one of the F-Type Coupé's trump cards. Capacity is 407 litres, and it can take two sets of golf clubs



UPGRADES AWD R model is a tenth of a second quicker from 0-60mph than 2WD car, and also features new electrically assisted steering set-up



Verdict

ADDING four-wheel drive to the line-up has further broadened the F-Type's already vast appeal, particularly in flagship R form. The electronically controlled set-up allows you to make the most of the car's considerable performance potential and improves the handling in slippery driving conditions. For most people, most of the time the AWD F-Type R is a much better bet than the standard model.



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BMW M6 Competition Package

Price:	£99,675
Engine:	4.4-litre V8 twin turbo
Power:	592bhp/700Nm
Transmission:	Eight-speed dual-clutch auto, rear-wheel drive
0-62mph:	3.9 seconds
Top speed:	189mph
Economy:	28.5mpg
CO₂:	231g/km

ON SALE Now



ENGINE BMW has managed to extract even more power from the V8 twin turbo – it now has 592bhp as opposed to 567bhp in the standard car. The result is a ferociously fast car, although 0-62mph time drops by only a tenth of a second



EQUIPMENT Visual changes are limited to the new 20-inch alloy wheels and black quad exhausts. Stiffer springs, dampers and anti-roll bars, plus tweaked steering and an M Differential, make the M6 even more capable on the road



BMW M6

FIRST DRIVE Competition Package takes supercoupé to new heights



Room for four in classy cabin, and enough space in boot for weekend's worth of luggage



Auto Express Verdict

WITHOUT driving the standard M6 back-to-back with the Competition Package car, even the keenest drivers will struggle to discern the marginal differences in performance. On paper it's even faster than before, but the original is hardly lacking in punch – so we'd save the £7,300 and spend it on a few choice extras.



car. As always, there are three modes, with the all-out Sports + setting providing plenty of feedback on the right road.

BMW has also fitted an active M Differential for better traction, but provoke it and the rear wheels will still light up at 70mph in fourth gear. As a result, the M6 feels ferociously fast at any speed, and – where the law allows – will keep pulling well past 140mph. In typical German fashion, all cars are electronically limited to 155mph – although this is removed on the M Driver's Package, boosting top speed to 189mph.

All models come with a sports exhaust, which turns the noise up a notch, as well as 20-inch bi-colour alloy wheels. Our car came with the optional carbon ceramic brakes, which provide incredible stopping power and fade-free endurance, but at £7,395, they're expensive. We reckon they're only worth considering if you plan on taking your M6 to the track on a regular basis.

The Competition Package is available across the M6 range, costing slightly less (£6,300) on the four-door M6 Gran Coupé. Whether you want the additional kit comes down to whether you want ultimate bragging rights. Only a smidgen of keen drivers will be able to separate the two cars on the road.

Performance

0-62mph/top speed
3.9 seconds/189mph





Mazda CX-3

FIRST UK DRIVE Supermini crossover is classy but pricey



Dean Gibson

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AE THE CX-3 marks Mazda's entry into the supermini crossover class, and it offers an attractive combination of SUV-style looks, just like the larger CX-5, but with smaller dimensions and running gear from the 2 supermini.

As with the rest of the Mazda range, top-spec cars come in Sport Nav trim, with the most powerful engines on offer. As well as bigger wheels, Sport Nav features plenty of upmarket kit inside, while here we try Mazda's new 1.5-litre diesel in front-drive manual guise.

The CX-3's low kerbweight means the diesel engine feels punchy, while the six-speed manual delivers slick shifts. Combine this with sharp, alert handling, and the CX-3 is an entertaining drive. Sport Nav cars have 17-inch wheels, but while the ride is on the firm side, it's not uncomfortable, and cruising on the motorway is quiet and refined.

Going for Sport Nav means a price tag closing on £22,000, and while this is pretty steep – you can get the larger Kia Sportage in a mid-spec trim for similar money – the equipment list is generous.

As well as sat-nav and DAB radio, both operated via the touchscreen or the rotary controller next to the gearlever, the CX-3 features kit such as a head-up display, heated leather seats, a multifunction steering wheel, a leather dashboard finish and climate control.

It really does feel more upmarket than some of its small crossover rivals. The other bonus is that while the CX-3 Sport Nav is packed with kit and is a great performer, its light weight and an effective stop-start system mean it's pretty efficient, with claimed economy of 70.6mpg and emissions of 105g/km meaning it will be inexpensive to run.



Running costs

70.6mpg (official)

£58 fill-up



Stuart Price

Cabin feels suitably upmarket, with leather finish to dash



Rotary controller next to gearlever operates both DAB and sat-nav



NEED TO KNOW

The CX-3 features the same dials and centre console as the 2 supermini

Mazda CX-3 1.5D Sport Nav

Price:	£21,895
Engine:	1.5-litre 4cyl turbo
Power:	104bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.1 seconds
Top speed:	110mph
Economy:	70.6mpg
CO₂:	105g/km

ON SALE Now



Verdict

THE CX-3 is slightly larger than its supermini crossover rivals, but it uses its dimensions to great effect, because it's roomier and more practical as a result. Add in a sharp drive and the fact that it doesn't cost much more to run than the Mazda 2 supermini and the CX-3 is a strong contender in the class. Sport Nav spec is pricey, but the generous standard equipment tally goes some way to justifying the extra outlay.



Coming soon



BMW 330E PLUG-IN EARLY 2016

Super-frugal 330e will do 134.5mpg and emit 49g/km of CO₂. It'll also manage 22 miles on electric power alone.

SUPERMINIS

Fiat 500	2016
Ford Ka	late 2015
Ford Fiesta	2017
Honda Jazz	summer
Renault Twingo GT	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Honda FCEV	mid 2015
Infiniti Q30	late 2015
Kia Optima facelift	late 2015
Jaguar XE Sportbrake	2016
MG5	2020
MINI Clubman	mid 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
Renault Mégane	mid 2016
Skoda Superb Estate	September
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf CC	2016
VW Passat Alltrack	summer

SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	late 2015
Honda NSX Type R	2017
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570S	late 2015
McLaren 540 C	2016
Mercedes C 450 AMG Sport	2016
MG TF replacement	2020
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2018
Renault Alpine	2017
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2017
VW Golf GTI Clubsport	2016
VW Scirocco GT5	2016

SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	autumn
Honda HR-V	summer
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015
Mercedes GLS	mid 2015
MG GS	2016
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	late 2015
Porsche Macan GTS	late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017

PEOPLE MOVERS

Ford C-MAX facelift	summer
Ford Grand C-MAX facelift	summer
Ford S-MAX	summer
Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015

CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	summer
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

Audi A8	2017
BMW 5-Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes E-Class	2016
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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BRITAIN'S BEST NEW CARS 2015

We name the best buys across 22 classes – plus crown the 2015 Car of the Year – in a 51-page celebration of the finest new cars on the market

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WELCOME

THE past 12 months have been among the busiest and most exciting ever when it comes to new cars. From city cars to supercars, there has been an onslaught of new arrivals to tempt buyers into showrooms.

Once again our team of experienced road testers has run the rule over every newcomer, testing more than 300 new models over the past year. And over the next 50 pages we celebrate the best of the best, as we name the standout performers in our annual New Car Awards. This year we've taken the winners to the Rockingham race track in Northants, one of the UK's most exciting circuits, for our celebratory Car of the Year photoshoot.

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BEST CITY CAR

SKODA CITIGO



WHY IT WON

FOR the fourth time in a row the Skoda Citigo has scooped our Best City Car award. The mix of cute looks, a spacious cabin, efficient engines and great value for money ensures that even newer cars such as Hyundai's practical and upmarket i10 and the quirky but clever Renault Twingo have to settle for best of the rest.

For such a small car the Citigo is impressively refined, while the solid cabin and compliant suspension mean it feels more grown-up from behind the wheel than its size might suggest. As a result it's great in its natural habitat, soaking up bumps and potholes around town without sending shockwaves through the structure. This relaxed ride ensures it's also surprisingly good on long journeys. Even the entry-level 1.0-litre has enough punch to carry the Citigo along at motorway speeds, with a smooth power delivery.

It might have only four seats, but there's plenty of room, and the Citigo's 251-litre boot shames some cars from the class above. With a five-door option there's no shortage of practicality, and the racier Monte Carlo model adds a sense of sportiness to this king of the urban jungle.

When it comes to kit the Skoda is a strong performer, too. Optional extras such as sat-nav and heated seats can be added for a relatively small outlay that sees the Citigo rival more expensive superminis for equipment in an affordable package.

Prices start from £8,275, and with many efficient models you won't have to pay road tax. Low insurance ratings are the cherry on top and mean the Citigo will be incredibly cost-effective to run, which is why this smart-looking, practical and comfortable city car is still the best in its class.



OUR CHOICE

Citigo SE L 1.0 75 Greentech (£10,465)

PLENTY of big-car technology on this top trim level means the Skoda feels even more grown-up inside. Although the SE L specification isn't the cheapest available, it has even more of a premium feel than lesser versions and matches the mature driving experience.

COMMENDED

Hyundai i10

DOWNSIZED engines may have helped efficiency, but the latest i10's upsized dimensions mean massive practicality, making it a superb city car. It's more upmarket inside, more spacious and is still cheap to run, but it can't match the Citigo's polished drive and diverse line-up. However, Hyundai's five-year warranty is a big draw.



Renault Twingo

THE rear-engined, rear-wheel-drive Twingo turned the city car sector on its head. It's a funky-looking, versatile, chic choice that can easily cut it against more conventional competitors. The four-seater Renault is a real breath of fresh air, with plenty of customisation options that give it a big dose of personality.



BEST SUPERMINI

VOLKSWAGEN POLO



WHY IT WON

TWELVE months is a long time in the supermini class, especially since 2014's awards. With the launch of new or updated cars over the past year from Hyundai, Vauxhall, Mazda, Skoda, Kia and Volkswagen, among others, finding a winner in this closely fought category proved to be one of our toughest decisions.

However, when it came down to the fine details, the Polo scooped the honours thanks to its upmarket quality, grown-up driving manners and range of efficient yet

responsive engines. The VW was given minor cosmetic changes last year, but the interior and engines were more thoroughly updated. Inside, the dash now gets the same infotainment touchscreen as the Golf, giving the cabin an edge for user-friendliness to complement its soft-touch plastics and high-quality switchgear.

On the road, the Polo delivers an excellent mix of refined comfort and polished dynamics. Its suspension soaks up bumps with ease, while the cabin is hushed

even at motorway speeds. In corners there's plenty of grip, and the Polo is enjoyable to drive, thanks in part to the punchy delivery of its petrol and diesel turbos.

As a bonus, these give class-leading efficiency, while buyers looking to save even more can choose between super-efficient BlueMotion petrol or diesel models. With cutting-edge safety kit like adaptive cruise control, LED headlamps and autonomous emergency braking, it's no surprise the Polo is now cream of the supermini crop.



OUR CHOICE

**Polo 1.2 TSI 90
SE 5dr (£14,410)**

GO for 1.2 turbo petrol power and you'll get a good balance between performance and running costs, while SE specification includes the smart touchscreen infotainment system with a multifunction steering wheel, MP3 player connection and Bluetooth.



COMMENDED

Mazda 2

WHILE rivals turn to turbos to improve their efficiency, the new Mazda 2 focuses on lightweight construction to reduce emissions and increase economy. A bonus of this weight saving is that it delivers entertaining handling, so the Mazda 2 is a lot of fun on twisty roads while still delivering excellent economy.

Skoda Fabia

THE third-generation Fabia takes a major step forward in terms of design, while cabin quality and driving dynamics are equally impressive. Add in the same range of punchy yet efficient petrol and diesel engines as the Polo, and it's no wonder that the Fabia is Commended in the closely fought supermini sector.



**BEST PREMIUM
SMALL CAR**

MINI COOPER



WHY IT WON

THE MINI Cooper has retained its place as the best premium small car. The three-door Cooper was our overall Car of the Year in 2014, and with its retro design and customisable charm, it's as popular as ever – the revised Audi A1 and DS 3 haven't quite managed to knock it off its perch.



MINI started the upmarket small car revolution at the turn of the millennium, and it's gone from strength to strength. That's thanks to a nimble chassis, plenty of personalisation options, and the classy and classless MINI image.

Now in its third generation, the MINI packs in even more tech. Its downsized 1.2 and 1.5-litre three-cylinder petrol and diesel turbos pull hard but deliver running costs to rival those of cheaper city cars. With CO₂ emissions from 89g/km, you can run the car on a shoestring when it comes to fuel and road tax – and at the other end of the scale there's the scorching 228bhp MINI John Cooper Works that'll delight hot hatch fans.

Adding a MINI five-door has further improved the appeal, with easier access to the retro cabin. Inside, its packaging is a big improvement, and with parent firm BMW donating infotainment tech, the MINI gives off an air of class – but importantly it's still punctuated by a sense of fun thanks to touches such as the trademark oversized central speedo and sixties-inspired toggle switches.

The winning formula continues to work, yet MINI's still put the effort in where it counts. No matter what the model, the Brit brand's hatches are great to drive with a controlled, comfortable ride that eclipses its predecessor's. A long list of advanced safety tech rounds off a delicious recipe.

OUR CHOICE

MINI Cooper (£15,485)

IT'S not the most efficient model in the MINI range, but the Cooper still claims 62.8mpg, which isn't bad when you consider the engine also packs a healthy 134bhp. That means you pay a bargain £20 in road tax – and when you combine it with head-turning looks and that grippy, nimble chassis, this MINI presents fun motoring that won't break the bank.

COMMENDED

Audi A1

NEW, more efficient three-cylinder engines, a gentle makeover and extra technology make this revised Audi A1 the most appealing version yet. As with the MINI, there are high-efficiency models as well as a more practical five-door Sportback option and an S1 hot hatch, meaning this compact Audi caters for all tastes.



DS 3

LAST year, DS launched as a brand in its own right. Dropping the Citroen tag has arguably improved its image, and this facelifted DS 3 boasts class-leading CO₂ emissions and, for the very first time, autonomous braking. Combined with the attractive exterior and interior design updates, it's a very strong opening salvo from the DS marque.



BEST COMPACT FAMILY CAR

SEAT LEON



WHY IT WON

IT'S a hat-trick of wins for SEAT, as this is the third time in a row that its Leon hatchback has taken our Best Compact Family Car award. We praised it last year for its sleek looks, versatility and advanced chassis, and 12 months on, the Leon's ability is still enough to see off its rivals in this hotly contested class.

The mix of sharp, defined creases and solid surfaces looks great, and it combines this air of style with useful practicality inside. The interior feels sporty

and youthful, but build quality is excellent. It's spacious, too – the Leon can carry five adults with ease and the cabin makes everyday family life that bit easier.

Three bodystyles – the three-door SC, five-door hatch and ST estate – offer plenty of versatility. The same is true of the engine range, as there's everything from economical turbo petrols and diesels to punchy, high-output units. Environmentally conscious buyers can opt for the 85.6mpg Ecomotive 1.6 TDI, while at

the other end of the scale is the hot Cupra, with its 2.0-litre turbo offering up to 276bhp.

No matter which model you go for, all the engines are frugal yet willing performers, meaning the Leon is fun to drive and should be easy on your bank balance.

Advanced optional safety kit provides peace of mind if you're going to be strapping your family in, and a usable 380-litre boot gives the five-door version luggage room to match that of the class leaders.



OUR CHOICE

**Leon 1.2 TSI SE
5dr (£17,700)**

THERE'S no bad engine in the Leon's line-up, but we'd opt for the 1.2 TSI, as it's the best of a very good bunch and delivers strong performance despite its small capacity. Five doors add extra practicality, while SE trim comes with lots of premium features.



COMMENDED

MINI 5dr

ADDING a second pair of doors to the iconic MINI hatchback greatly improves versatility, but it doesn't spoil any of that classy, fun-to-drive and stylish character that we love about the three-door model. Its 278-litre boot can't match the Leon's capacity, but the MINI's a charismatic compact family car.

Skoda Octavia

SHARING its platform with the Leon, Skoda's Octavia family hatch is even more practical thanks to its spacious cabin and a cavernous 590-litre load bay. It's marginally more expensive than the SEAT spec-for-spec, but you do get plenty of standard kit. A similar interior and low running costs make it a very close rival.



BEST CROSSOVER
NISSAN
QASHQAI



WHY IT WON

THE Qashqai kicked off the modern crossover revolution – and it's still the best. Imitation is the sincerest form of flattery, and although many rivals come close, none can knock the Nissan off top spot in this class. This second-generation model is stronger than ever.



The British-built Qashqai has plenty of style, but despite its crisp looks, Nissan hasn't forgotten its family car roots. It's a striking alternative to a regular hatchback, and with a big 430-litre boot there's plenty of space on offer.

This is reflected inside, too, as the cabin is roomy and smart thanks to a sweeping dash design and advanced tech. Foremost among this is Nissan's clever Safety Shield, which features protective extras such as blind-spot warning, moving object detection and a 360-degree around view camera system, while options include autonomous braking and full LED headlights.

Tech under the bonnet is a match for the rest of the car, as the compact but impressive range of engines returns strong efficiency. The 1.5-litre dCi turbodiesel emits just 99g/km of CO₂, meaning you won't have to pay any road tax.

Even the more powerful 1.6 dCi is clean, while the 1.2 DIG-T petrol delivers a good blend of performance and economy, due to its tiny turbo.

There's not too much noise from the diesel engines and the soft but composed chassis rides all surfaces with a real composure. It means you can cruise for long distances in lots of comfort, but turn off the motorway and have fun when you want to. Plus with four-wheel drive and auto boxes on offer, there's plenty of choice, too.

OUR CHOICE

Qashqai 1.5 dCi Acenta Premium (£23,730)

SAFETY Shield technology comes as standard on the Acenta Premium, which represents the best mix of equipment and value. Add in the frugal 1.5-litre diesel engine and the Qashqai is a cost-effective, quality family car which also comes with a real sense of style.

COMMENDED

Citroen C4 Cactus

CITROEN'S fresh approach to crossover design still looks great, and the C4 Cactus offers something different again thanks to its fashion-focused interior, unusual design and body-protecting trademark Airbumps. Low prices, frugal engines and a soft ride mean it's a comfortable crossover that should be on any buyer's shortlist.



Mazda CX-3

HITTING the market earlier this year, the CX-3 offers everything that we would expect from a Mazda crossover. It's great to drive with punchy engines and a lovely chassis, plus it also has a practical, premium cabin. Smart looks and efficient engines mean the CX-3 should follow in the larger Mazda CX-5's successful footsteps.



BEST FAMILY CAR

SKODA SUPERB



WHY IT WON

SKODA'S charge upmarket continues with the new Superb, and the result is just that. This is the marque's most stylish, refined car ever, and its combination of great design, quality and – importantly – price puts it ahead of its closest rival, the Volkswagen Passat.

Imposing angular looks replace the previous Superb's curvier styling, and the cabin feels much slicker, with kit you'd expect from cars costing twice as much. But those talents are more than simply skin deep, as with

a range of powerful and efficient diesels – teamed with a relaxing, refined chassis – it's hushed on the move and can rival many luxury cars for comfort.

There's a choice of petrol engines as well, but the 148bhp 2.0 TDI is the pick, with plenty of torque and strong efficiency for a car this big. It'll cruise in cut-price luxury, but it's agile too, because it's up to 75kg lighter than before. It's even bigger inside, though, and serves up limo-like comfort and an impressive ride. As

well as keeping the old car's vast amount of rear legroom, there's also now even more headroom.

The 'twindoor' split tailgate has been dropped in favour of a huge hatch opening that reveals a 625-litre boot – and if you want more space but as much grace, an estate will be along later this year. With its dazzling quality and incredible flexibility, plus aggressive pricing that undercuts rivals by some margin, the Superb's grip on the family class will be tough to break.



OUR CHOICE

Superb 2.0 TDI SE Business (£22,090)

WITH loads of equipment, a punchy engine and a vast interior, the Superb SE Business is great value and costs £3,150 less than the equivalent Volkswagen Passat. Business users and private buyers alike will love the striking design and frugal running costs.



COMMENDED

Mazda 6

LAST year's winner is as good as ever thanks to a mid-life refresh that tweaked the exterior design and moved the cabin upmarket. Gone is the chunky dashboard, and in its place is a sleeker fascia with even more tech and improved material quality. Yet the fun driving dynamics and low running costs remain.

Volkswagen Passat

NOW in its eighth generation, the Passat is more luxurious than ever. Based on the company's versatile MQB platform, with VW's typically solid build quality, it's agile and enjoyable to drive, but cossetting and efficient when cruising. A 586-litre boot and plenty of equipment mean it covers all bases.



WHY IT WON

IT'S no longer enough for the best estate cars to simply have a bigger boot than their rivals; they also need plenty of user-friendly touches to stand out. Thankfully, the VW Passat Estate has all bases covered, as it boasts a class-leading 650-litre boot that incorporates lots of neat features to make the most of the space available.

Standard kit includes a lightweight boot floor that can easily be positioned low for maximum space or high for a flat floor when you've got the back seats

folded down. The floor is also hinged for use as a divider, while the load cover rolls back to one of two positions. And if you're not using the cover, there are handy slots where you can stow it. Levers in the boot fold the back seats completely flat, too, while VW offers the option of hands-free boot opening by sweeping your foot under the back bumper.

But there's more to the Passat than a practical boot, as it has bags of space for rear passengers and

the top-quality cabin provides an executive feel. Air vent trim stretching across the dash adds a bold look, while the analogue clock is a classy touch.

The Passat has a range of efficient and refined diesel engines, which offer low running costs for private and business buyers alike; plus, the car is involving to drive on back roads. It also looks good and feels superbly built. So, if you want to win the space race, look no further than this versatile VW.



OUR CHOICE

Passat 2.0 TDI SE
Business (£26,790)

IT'S geared towards fleet users, but the SE Business Passat is an equally attractive proposition for private customers. It comes with plenty of equipment, including sat-nav, adaptive cruise control and front and rear parking sensors, while the 148bhp 2.0-litre TDI diesel engine is punchy yet economical.



COMMENDED

SEAT Leon ST

LAST year's category winner is still our favourite compact family estate. What it lacks in outright capacity it makes up for with practical touches, including a two-level boot floor and seat folding levers in the boot. Plus, there's now more choice than ever, with the flagship X-Perience crossover and Cupra performance models.

Skoda Octavia Estate

If you want maximum space per pound in your load-lugger, then the Skoda Octavia Estate still offers excellent value for money. The 610-litre boot is one of the biggest on offer, so will accommodate just about anything you throw at it, and with prices starting from £17,400, you get an awful lot of car for your money.



BEST ESTATE CAR

VOLKSWAGEN PASSAT ESTATE



**BEST COMPACT
EXECUTIVE CAR**

JAGUAR XE





WHY IT WON

FOR years Jaguar has been desperate to create a BMW 3 Series rival – and now it's got one. In fact, the XE is more than a rival. It's good enough to finally knock the German car off the top spot and take honours in the compact executive class.

Building on Jag's success with the larger XF saloon and combining this with stunning styling as seen on the F-Type, the XE represents what the brand does best. It's a mix of cutting-edge tech, with its aluminium chassis and frugal diesel engines, and high-end luxury thanks to the sumptuous leather interior.

With a new family of Ingenium engines under the bonnet, the XE is a top performer, too. The 178bhp 2.0-litre turbodiesel matched with Jag's slick eight-speed auto is the combination of choice, with silky smooth power delivery and excellent refinement making it a great long-distance cruiser.

The key to success in the compact exec sector is balancing attractive looks and strong performance with efficiency and usability. It's here that the XE excels, with CO₂ emissions as low as 99g/km from the lower-powered 161bhp Ingenium diesel.

While it's a bit tight on the inside, this gives a typically Jaguar feeling of cocooned refinement. Passenger space is still good, though, plus there's a generous luggage area, too, with a capacity of 455 litres. However, the real bonus inside is that the new car marks the debut of a new multimedia system, replacing the cumbersome low-resolution screen from the XF. It works fantastically well and helps cement victory for the XE. A landmark moment for Jaguar.



OUR CHOICE

XE 2.0D 180 Auto R Sport (£34,775)

THE extra styling add-ons for the R Sport model match BMW's M Sport trim for visual presence, and despite the big wheels this version of the XE still rides smoothly. The R Sport comes generously equipped as standard as well, yet still promises the kind of efficiency that's competitive with the traditional class leaders.

COMMENDED

BMW 3 Series

IN no way does this mean the BMW 3 Series is past its best. Last year's champion has a great chassis and a varied engine line-up. Plus, with a new facelifted version of the famous compact executive saloon on the way soon, we have a feeling that the XE could have a fight on its hands to retain its crown next year.



Lexus IS

LEXUS has stuck to its guns resolutely by not offering the IS with a diesel engine. A hybrid won't suit everybody, but buyers won't be disappointed with the Lexus' effortless powertrain in IS 300h form and the low CO₂ emissions it brings. Bold styling mixed with a practical, spacious interior means the IS covers many bases.



BEST EXECUTIVE CAR

AUDI A6



WHY IT WON

LAST year's best executive car holds on to its crown for 2015. Small updates helped the Audi A6 to reclaim the title from the BMW 5 Series in 2014, but there have been even more revisions in the past 12 months to further strengthen the car's appeal.

New headlights give it a more attractive look, but the biggest updates are under the skin, where Le Mans-winning diesel tech helps the A6 deliver low running costs. Best of the bunch is the 2.0 TDI Ultra, with

64mpg and 114g/km, or 67.3mpg and 109g/km if you go for the seven-speed S tronic twin-clutch auto box.

It's impressive that such a big car as the A6 Ultra manages these figures, but even more appealing is that it demands no driving compromises. The 187bhp diesel is a punchy and refined performer, while the S tronic auto's smooth shifts make the most of the power. Want more muscle? The larger-capacity 3.0 TDI and 3.0 BiTDI pack plenty of punch, and both are offered with quattro

four-wheel drive for added security in the wet. For even greater performance, the S6 and RS6 Avant deliver supercar-rivalling straight-line ability.

Whatever you go for, the A6 promises limo-style comfort with a sporty edge, so it's a relaxing and refined executive, while Audi offers plenty of advanced safety kit and tech. It also feels like a car from the class above inside, thanks to its unrivalled style, top materials and flawless quality. A cut above the corporate competition.



OUR CHOICE

A6 2.0 TDI Ultra SE S tronic (£33,825)

ULTRA sub-brand showcases Audi's cutting-edge fuel-saving tech, and while this model is the entry point to the A6 range, you won't feel short-changed, either by the performance or the kit. There are plenty of options to choose from, too, to build your perfect exec saloon.



COMMENDED

BMW 5 Series

IF focused driving dynamics are your priority, then the 5 Series remains a top choice for executive travel. The BMW handles with the agility of a far smaller car, but it still has the equipment you'd expect from an executive saloon – and EfficientDynamics tech means the 520d is an efficient performer.

Tesla Model S

THERE'S nothing else like the Model S. Its hushed electric drive and spacious cabin mean it's relaxed and refined, while searing straight-line acceleration will take passengers by surprise. Battery range shouldn't be an issue for most journeys, and Tesla's free Supercharger network means longer trips are possible, too.

WHY IT WON

ITS predecessor managed to win the Best Luxury Car crown for seven years on the trot, and the current Mercedes S-Class could easily repeat that feat, as it scoops this award for a second year.

The S-Class is a luxurious place to spend time, with acres of room in the back and plenty of classy touches, while standard air-suspension across the range means not many cars are as comfortable or as refined.

It also looks the part, thanks to its mix of imposing proportions and neat detailing. And as you'd expect, the fit and finish are top-drawer. Inside, the Mercedes effortlessly blends cutting-edge design with traditional hand-crafted construction methods. Few cars feel as special, whether you're at the wheel or in the back.

The S-Class also serves as a fantastic showcase for the tech we'll see in future Mercedes. From the colour TFT instrument cluster to advanced driving technology such as Magic Ride Control suspension and near-autonomous cruise control, the S-Class is a genuine rolling laboratory.

Plus, there are efficient diesel and petrol-electric hybrid versions delivering unlikely efficiency in a luxury limo weighing in excess of two tonnes, while the AMG 63 and 65 serve up performance that belies the car's sheer size.

And if this range of talents isn't enough, then the return of Maybach in the form of the Mercedes-Maybach S 600 is the icing on the cake. This V12 saloon is fit for presidential duties, with electric reclining climate seats in the back, four-zone climate control and plenty of luxury goodies to keep the most discerning of buyers happy.



OUR CHOICE

S 350 d SE Line L (£67,995)

WHILE the flagship models are a showcase for performance and luxury, even the smallest diesel S-Class has enough of both to appeal. Go for the long-wheelbase version for maximum space, while SE Line models come lavishly equipped, including air-suspension and electric leather seats as standard.

COMMENDED

Bentley Mulsanne Speed



THE Bentley stands out thanks to its old-school V8 and classically styled interior. The twin-turbo engine has been turned up in the Speed model to deliver stupendous acceleration, although occupants will remain unflustered, thanks to the plush, tailor-made interior.

Range Rover

THE latest Range Rover is a fantastic showcase for the British firm, as it's packed with luxurious kit that places it a notch above the luxury SUV pack. If you prefer to be driven than drive, then the long-wheelbase version offers even more room in the back, but all models have off-road ability that no other luxury car can match.



BEST LUXURY CAR

MERCEDES S-CLASS





BEST HOT HATCH

SEAT LEON CUPRA

WHY IT WON



THERE are more powerful rivals, and there are opponents that are more focused to drive, but none can match the all-round ability of SEAT's Leon Cupra.

On a twisting B-road, the Cupra delivers huge grip and razor-sharp handling, especially when you select Cupra mode from the Drive Profile system. The standard adaptive dampers adjust to road conditions, while the Leon's engaging chassis has been stiffened to deliver an even more focused drive.

An electronically controlled limited-slip diff helps to put the 276bhp 2.0-litre turbo engine's power down, and the lack of understeer in corners is astounding for such a powerful front-drive car. Add in responsive steering and a rasping exhaust note in Cupra mode, and the Leon is a blast to drive fast.

But the best hot hatch needs to be a master of many talents to shine, and selecting Comfort mode transforms the Cupra into a docile family car. And standard-fit stop/start helps to save fuel ready for the next B-road blast.

What's more, the Leon doesn't shout about its performance. SEAT does offer some colour packs to help the car stand out, but if you'd rather go incognito, then 19-inch alloys and subtle Cupra badging are the only giveaways to its potential. And unlike many hot hatch rivals, there's a Cupra to suit all occasions. The three-door SC will appeal to those with an eye for style, the five-door hatch is a fine all-rounder, while the ST estate can keep pace with the fastest of growing families.

OUR CHOICE

Leon SC Cupra 280
(£27,910)

THE three-door Leon Cupra is our pick, as the slightly sharper lines suit the hot hatch better than the five-door or estate models. You can get a DSG automatic gearbox, but while it adds launch control, we think the six-speed manual version is more engaging to drive.

COMMENDED

Ford Fiesta ST

THE Fiesta ST has managed to fend off a slew of new arrivals to keep its crown as the best supermini hot hatch. Its great-value price tag and massively entertaining chassis mean it could be all the car you'd ever need, while upgrading to the Mountune performance kit is money well spent.



Volkswagen Golf GTI

THE car that started the hot hatch phenomenon is still a great choice for those drivers wanting a high-quality performance model that can keep them entertained and has a real feelgood factor about it. Stick with the tartan cloth trim and manual gearbox with its golf ball gearlever, while adding the Performance Pack is a wise move.



WHY IT WON

THE Audi A3 Cabriolet scoops our Best Convertible award once again thanks to its sleek proportions, peppy engines and effortless open-top ability.

It faced stiff competition from the new BMW 2 Series Convertible this year, but the small drop-top just had enough to reign supreme over its rival.

Drive the A3, and its MQB underpinnings are immediately apparent, with sharp steering that gives the chassis an alert feeling. Audi hasn't cut corners

in taking the roof off the standard car, either, as the bodyshell feels stiff and composed over bumpy roads with very little shake through the cabin. And despite the A3's big wheels, this is a sporty Audi that, refreshingly, rides with a soft and supple edge.

It boasts clever tricks like a climate control system that remembers settings for when you have the roof up and down, while the minimalist interior is a delightful place to be. And with that powered hood, you can enjoy

the wind in your hair at the touch of a button, as the roof will raise or lower in 18 seconds at up to 30mph.

The vast engine line-up ranges from frugal diesels which emit as little as 110g/km of CO₂, all the way up to a blistering 296bhp S3 Cabriolet model – and even this level of power doesn't corrupt the drive.

Whether the roof is up or down, the A3 is relatively practical, with four seats and a big boot. Space in the rear is good, too, making this a car for all seasons.



BEST CONVERTIBLE AUDI A3 CABRIOLET



OUR CHOICE

**A3 Cabriolet 1.4
TSI Sport (£27,525)**

THE revvy 1.4-litre turbo petrol engine is the one to have, as it has enough power to keep things interesting and matches the A3's simple, muscular styling perfectly. In Sport spec, it's a great cruiser on the motorway and lots of fun on a twisty road.



COMMENDED

BMW 4 Series Convertible

A FOLDING metal hard-top provides BMW's 4 Series Convertible with excellent refinement whether you're driving around town or on a motorway cruise. Mix its sleek coupé proportions with some punchy petrol and diesel engines, and it's easy to see why this model has picked up the old 3 Series Convertible's mantle by becoming a resounding success.

Porsche 911 Convertible

MORE than 50 years of development have made the Porsche 911 an icon, and taking the roof off for the 911 Convertible only strengthens that attraction. A roofless Porsche no longer equates to dynamic shortcomings in this day and age, and with the top down, you can hear the flat-six's bark better. Plus, the 2+2 layout means there's a dash of practicality.



BEST MPV

CITROËN GRAND C4 PICASSO





WHY IT WON

WITH its futuristic design, advanced in-car technology and host of family friendly features, the Citroën Grand C4 Picasso takes the Best MPV title for the second year on the spin.

It manages to inject a healthy dose of style to the people carrier class, but the dramatic exterior doesn't come at the expense of versatility, as the car features five individually folding back seats. This allows you to play with the seating layouts, while stowing them all flat creates 2,181 litres of load space.

Plus, the panoramic windscreen and the high roofline provide a great sense of space, so even back seat occupants won't feel hemmed in.

Up front, the split-level displays control all the major cabin functions. The lower panel is a touchscreen, while above it the large TFT screen has crystal-clear graphics in full colour.

Passengers are treated to limo levels of luxury, too, with the front passenger seat offering a reclining function with a leg rest, while all the seats feature plushly padded headrests.

The Picasso feels more spacious and airy than its rivals, too, thanks in no small part to that massive glass area. The vast panoramic windscreen features large sun visors that roll back to reveal a great view of the sky overhead.

Thankfully, this luxury feel isn't spoiled when you're on the move, as the car is a relaxed and refined cruiser with a soft ride and quiet engine. There's decent performance, too, yet the BlueHDi diesels offer great economy for such a large car. Plus, there's now a slick new six-speed auto gearbox that replaces the automated manual.

And if you don't need seven seats but want the Citroën's style and well packaged interior, there's the option of the standard five-seat Picasso.



OUR CHOICE

Grand C4 Picasso 2.0 BlueHDi Exclusive (£24,750)

FLAGSHIP Exclusive is packed with goodies, including air-con controls for all three rows of seats, tinted back windows and a large, 12-inch colour display for the dash. Citroën's latest BlueHDi diesel engine delivers decent economy along with excellent pulling power.

COMMENDED

BMW 2 Series Active Tourer

THE controversial Active Tourer has introduced front-wheel drive to the BMW 2 Series range, yet is still an agile and efficient performer; and the front-drive layout means the cabin offers all the versatility a family will need. Plus, alongside the five-seater Active Tourer, there's a seven-seater Gran Tourer model.



SEAT Alhambra

THE SEAT Alhambra won't exactly set the world on fire with its looks, but it's still a front-runner in the large MPV class thanks to its vast interior, seven full-size seats and handy sliding doors that provide unrivalled access. It's also good to drive, while a recent update has seen the range offer greater value for money than ever.



BEST COMPACT SUV

LAND ROVER DISCOVERY SPORT



WHY IT WON

THE Discovery Sport has gone straight to the top of the compact SUV class thanks to its family friendly cabin, Range Rover-inspired design and high-quality finish.

It marks a new era for Land Rover, as the squared-off lines of the Freelander it replaces make way for a curvy design that takes inspiration from the Evoque, with which the Sport shares its platform. Its overall shape points the way for future Land Rover models. The raised rear end and a revised suspension layout

mean there's plenty of boot space, and there's a third row of seats in the back for added versatility.

The classy cabin boasts Range Rover quality and has the latest touchscreen infotainment system that's far more user-friendly than before. On the road, the Discovery Sport is a refined and comfortable cruiser, while an optional nine-speed auto delivers smooth shifts. The steering is sharp, body control is excellent and there's surprising grip from the all-weather tyres. And while

the existing 2.2-litre diesel is a little gruff, all new cars will get the brand's efficient Ingenium 2.0-litre engine.

Where the Sport really trumps rivals is that it's also hugely talented off-road, with permanent 4WD and Land Rover's excellent Terrain Response system adapting the transmission and electronics to suit the conditions. Even without the larger Discovery's locking differentials and low-range gearbox, the Sport can clamber over rough terrain with the confident agility of a mountain goat.



OUR CHOICE

Discovery Sport TD4 HSE (£37,595)

ALL Discovery Sport models come generously equipped, and the HSE is positively luxurious. If you order a Sport today, you'll get a model powered by the new Ingenium TD4 diesel, which delivers even greater efficiency without compromising performance.



COMMENDED

Dacia Duster

THE rugged and dependable Dacia Duster is one of the best new car bargains available on the market today. It has room for a family of five and their luggage, and a four-wheel-drive transmission is available for go-anywhere capability. Plus, all of this comes in an SUV with a supermini price tag.

Porsche Macan

THIS smart model introduces Porsche's world-famous sports car handling to the compact SUV class, yet the Macan boasts real depth of talent as well. That's because it's a highly practical family car – and if you go for the diesel-engined version, you can expect excellent fuel efficiency, too.





BEST LARGE SUV

**VOLVO
XC90**



WHY IT WON

VOLVO has shaken up the large SUV class with a premium seven-seat off-roader that offers superb luxury and cutting-edge tech at more affordable prices. After winning our Design Award last year, the firm is going through a purple patch when it comes to styling, and the XC90 is a crisp and clear evolution of Volvo's vision.

Cool details such as the Thor's Hammer daytime running lights and the bluff but bold front end mean this SUV is setting the latest design trends. Inside, it's a similar story, as the minimalist cabin is beautifully trimmed. The XC90 is undeniably a top-quality product, and the dash-mounted iPad-style tablet that controls the multimedia, climate control and sat-nav systems is the icing on the cake.

The engine line-up ensures that there's substance to go with the style. There's one 222bhp diesel – which is smooth, refined and perfectly adequate – a 316bhp petrol and a 401bhp petrol hybrid with a great turn of pace.

Practicality is paramount for a large 4x4, and the Volvo combines plenty of room for seven with lots of comfort. It's versatile, too, as each chair in the middle row slides independently, while the folding mechanism is simple. Plus, the extra two seats fold flat for a huge 1,102-litre boot.

Then there's the next-generation safety kit. Volvo is known for pioneering new innovations, and with clever tech to help avoid a crash and keep you safe, the XC90 is one of the most advanced cars when it comes to protection. In all areas the Volvo excels, making it one of the most desirable cars on sale.

OUR CHOICE

**XC90 D5 AWD
Momentum (£45,750)**

ENTRY-level trim doesn't scrimp on kit or quality. The new XC90 is a big step up for Volvo, and even this bottom rung of the ladder can rival BMW, Mercedes and Land Rover's best. Standard kit includes adaptive LED lights, climate control, nav and leather. Volvo's full range of safety kit is also featured, including City Safety braking, lane departure warning and road sign recognition.

COMMENDED

Kia Sorento

BUILDING on its rugged image, the new Sorento adds a new sense of style to the mix. It still boasts impressive four-wheel-drive ability, but with decent efficiency from its new diesel engines and an upmarket styling makeover inside and out, Kia's seven-seat off-roader is threatening the premium brands with its new-found luxury and versatility.

Range Rover Sport

PRICE might hold the Range Rover Sport back in this company, but a sumptuous cabin and a serene ride, thanks to standard-fit air-suspension, mean it's still a brilliant SUV. That suspension gives incredible off-road ability, but the Sport is also surprisingly capable in corners. A useful seven-seat layout is offered as an option, too.





BEST COUPE AUDI TT



WHY IT WON

AUDI'S third-generation TT lives up to its predecessors' billing as a style icon, but is more focused and better to drive than ever – which makes it our Coupé of the Year.

You can tell the TT's special as soon as you see it. The combination of curves and creases creates a shape unlike anything else on the road, while the signature matrix LED lights complement the cutting-edge design.

The hi-tech feel continues at the wheel, thanks to the minimalist dash and impressive Virtual Cockpit. This

comprises a 12.3-inch digital display, which shows the dials but also includes all other functions, from the sat-nav to the multimedia system and vehicle settings.

That clears the dash of many buttons, leaving only a few essential switches, the climate controls integrated into the air vents and the intuitive MMI controller to navigate the Virtual Cockpit. While the TT's a study in design, a focused drive backs it up. Whichever one you go for, lightweight construction – it features the same

MQB platform as the latest VW Golf and SEAT Leon – helps deliver entertaining handling, and the punchy petrols and diesels are as economical as they are fast.

At the top of the range, the TTS has immense grip thanks to its standard quattro 4WD, while adaptive dampers make the most of the nimble chassis. Combine this sharp handling with rocketship acceleration from the 306bhp 2.0-litre turbo, and it's one of the most entertaining drivers' cars Audi has ever produced.



OUR CHOICE

**TT 2.0 TFSI Sport
(£29,915)**

KEEP it simple – the Audi TT Coupé is a great all-rounder, with plenty of performance, decent refinement and reasonable economy, too. What's more, that stylish hatchback tailgate opens to reveal a surprisingly practical luggage area.



COMMENDED

Jaguar F-Type

LAST year's winner is still at the top of its game, thanks to its catwalk-fresh looks and a range of punchy engines. And the Jaguar coupé has been made even more attractive thanks to a manual transmission option and four-wheel drive to give added security to the F-Type's already-eager handling.

Porsche Cayman

THE Cayman is still one of the best all-round sports cars you can buy at any price. In both GTS and new GT4 guises it's nipping at the heels of the bigger 911 for performance, yet even the standard model will put a smile on your face thanks to its beautifully balanced mid-engined layout and throaty flat-six.





WHY IT WON

HOT off the boat from Japan, the Mazda MX-5 has romped its way to victory as our Best Roadster of 2015 thanks to a new philosophy that takes the iconic two-seat convertible back to basics.

Mazda's SkyActiv approach focuses on lightweight engineering, which means the new car actually weighs 100kg less than its predecessor and only 50kg more than the original. All that's needed to whisk the MX-5 along at an impressive pace is a 129bhp 1.5-litre engine – no turbo trickery here, just a revvy, naturally aspirated petrol unit with crisp throttle response and a sweet six-speed manual box. There's more power from a 158bhp 2.0-litre engine if you want it, but it's not vital.

The lack of weight makes for engaging and agile handling. With bags of grip, the car sticks to the road tenaciously in bends, while the light, quick steering and hi-tech underpinnings mean you'll carve through corners with a smile. This balance of advanced construction and an old-school rear-wheel-drive approach makes the MX-5 a delight.

To further keep weight down, the roof folds manually in a single, one-handed action, plus the car does without sport modes, adaptive dampers and active exhausts. It's the same with the interior: although the driver-focused layout is comfortable and boasts plenty of kit, it's simplistic and puts the focus firmly on fun.

Savings in these areas also keep the price down to just £18,495 for the entry-level car, but Mazda hasn't scrimped where it shouldn't. Safety is strong thanks to that stiff bodyshe'll, and with the car's rakish, aerodynamic profile and up to 47.1mpg on offer, you can have your cake and eat it. This is the MX-5 that finally shakes off the hairdresser connotations of old.

OUR CHOICE

MX-5 1.5 SkyActiv-G SE L (£19,245)

WITH Bluetooth, climate control and a seven-inch touchscreen as standard, the SE L model is the sweet spot in the MX-5 range, balancing cost with kit perfectly. You have to work the 1.5 engine, but the Mazda is so light it's the most rewarding model.

COMMENDED

Jaguar F-Type

BY adding four-wheel drive and manual options to the range, Jag has improved the appeal of its stunning F-Type even further. With its supercharged V6 and V8 engines, the soft-top boasts serious muscle and a lovable character on top of its huge performance. A cramped 196-litre boot is the only drawback, but the thrills on the road make you forget all about it.



Porsche Boxster S

STUNNING looks, a sonorous engine and assured, agile handling mean the Boxster is a top roadster. Porsche has condensed its sports car know-how into a slick and manageable feelgood package that's a joy to drive and own. With two luggage compartments totalling 280 litres of space, it's even reasonably practical for a two-seater.

BEST ROADSTER MAZDA MX-5



BEST PICK-UP

MITSUBISHI L200



WHY IT WON

WE always knew it would take something special to knock the VW Amarok off the top of this class, but even we were surprised at how impressive the new L200 is.

The Mitsubishi is now in its fifth generation, and this model adds car-like sophistication, driving dynamics and running costs to its predecessor's long list of standard kit and attractive prices. It looks more upmarket, too, with flowing lines, distinctive LED running lights and a bold chrome grille. Inside, you get a slickly designed

and robustly constructed cabin that comfortably takes five adults. And with dual-zone climate control, touchscreen infotainment, lane-departure warning and powered, leather seats, it's as cossetting as a posh SUV.

Under the bonnet is an innovative, all-aluminium 2.4-litre diesel that pumps out 178bhp and a muscular 430Nm of torque. Paired with a surprisingly slick six-speed manual gearbox, the new unit delivers strong performance and refinement. Head off the beaten track

and the four-wheel-drive transmission can be engaged with a twist of a rotary control, while a low-range function allows the L200 to explore parts other trucks can't reach.

Stick to the tarmac and you'll discover quick, direct steering, limited body roll and a composed ride. And with claimed economy of 43.0mpg and CO₂ emissions of 169g/km, the Mitsubishi is easy on the bottom line, too, while a combined carrying and towing capacity of 4.1 tonnes is the best for any pick-up.



OUR CHOICE

Warrior 2.4D
(£23,049 ex VAT)

MID-range Warrior effortlessly mixes the composed driving experience, classier looks and long kit list of an SUV with a keen price and low running costs. The punchy 178bhp 2.4-litre diesel is the L200's only engine option, but it's a quiet, frugal performer for such a large pick-up.



COMMENDED

Ford Ranger

DISTINCTIVE looks, sharp, car-like handling and attractive pricing make the Ford a firm favourite in this class. It's not the last word in mechanical sophistication, but the rugged Ranger is well up to the rough and tumble of working life, especially if you go for the big-capacity 3.2 TDCi diesel, while Wildtrak trim offers SUV levels of kit.

Volkswagen Amarok

AFTER three years at the top, the versatile VW Amarok has been relegated to a runner's-up spot. It's still hard to beat for upmarket kerb appeal, while its interior blends desirability with utility. The VW isn't cheap to buy, but it's still the best truck for cutting a dash, and the 2.0 BiTDI twin turbodiesel delivers plenty of pulling power.



WHY IT WON

MORE than 50 years of development have gone into making the current-generation 911 one of the best sports cars around. And as if the regular coupé wasn't good enough, Porsche's GT3 enhancements help push it towards truly iconic status.

A 3.8-litre flat-six – rear-mounted, the 911's defining characteristic – pumps out 424bhp and a spine-tingling soundtrack. With the optional PDK dual-clutch box and launch control, you'll cover 0-62mph in

only 4.0 seconds, making this car nearly as rapid off the line as the previous-generation, race-bred GT3.

It's sharp to drive, too. The front end is ultra-pointy and the electric power-steering delivers just the right feedback so that you can place the GT3 with pinpoint accuracy. That extra weight over the rear axle helps boost agility into corners and traction on the way out. This isn't only a hardcore track car, though. Adaptive dampers and active exhaust mean you can soften its

edges for cruising. It's perfectly comfortable on the motorway and, for a 2+2 performance coupé packing this much power, relatively efficient, returning 32.5mpg.

There's just enough menace to the styling to differentiate the GT3 from lesser rungs of the 911 ladder, with a front splitter, bigger rear bumper, black sill extensions and huge 20-inch racing-style centre-lock wheels. In every respect this is the sweet spot of the 911 range, and one of the best Porsches ever.



BEST PERFORMANCE CAR PORSCHE 911 GTS

OUR CHOICE

911 Carrera
GTS PDK (£94,610)

THE four-wheel-drive version of Porsche's performance coupé has even more traction, but the rear-wheel-drive GTS already boasts the balance of a gymnast. It's sensational from behind the wheel, and the PDK transmission suits the car's split personality perfectly.



COMMENDED

McLaren 650s

LAST year's winner is knocked off the top spot, but its performance is no less ferocious, its styling no less outlandish and its chassis' ability to lap at maximum attack no less jaw-dropping. Trick tech such as adaptive dampers and active roll control mean it's a great road car, too, with all the theatre you'd expect from an F1 manufacturer.

Mercedes-AMG GT

OFFERING SLS performance at around two-thirds of the price, the AMG GT is a triumph. The new 4.0-litre twin-turbo V8 engine thumps hard – especially in 503bhp S trim – and has a gorgeously guttural roar. The GT has the looks to match, too, and huge grip – but its handling is sharper than that of any AMG model before.



WHY IT WON

IT'S testament to the advanced design of the i3 that it picks up our Green Award for the second year running. BMW's city runabout is at the cutting edge of electric car technology, with a host of advanced features showcasing exactly what the company's engineers can do when given a free rein to maximise efficiency.

But perhaps what's even better is that the i3 is easily one of the most user-friendly electric cars on sale today. The one-box design marks it out as unlike

any other BMW, and clever packaging means there's lots of space inside. The back doors are rear hinged so there's a wide opening which makes it incredibly easy to get in and out.

Driving is a simple matter of pressing the start button and putting the column-mounted shifter into drive. The skinny tyres have been designed with efficiency in mind, so while the i3 isn't as sharp as BMW's sports models, it's nimble enough for city

duties. Plus, the batteries are mounted low to keep handling sharp. The i3 really is all the car you'll ever need if you're in town, but BMW also offers the option of the i3 Range Extender if you find yourself far from a charging point. However, plan your charging stops right and you may never hear the petrol motor fire into life.

Last year we claimed that driving an i3 is like driving the future, and this statement rings just as true today as it did 12 months ago.

GREEN AWARD BMW i3

In association with



OUR CHOICE

i3 with Range Extender
(£29,310 inc £5k grant)

THE i3 range extender offers the best of both worlds. It has the same 168bhp electric motor and 100-mile range, and looks and feels as special as the regular car. But a two-cylinder generator kicks in when the batteries run flat. No range anxiety; no compromises.



COMMENDED

Mitsubishi Outlander PHEV

THE Plug-in Hybrid Outlander is a bit of a renaissance car for Mitsubishi. Its attractive mix of low-emission petrol-electric drive and a versatile SUV body is unique in the hybrid class. As a result, Outlander sales have gone through the roof, which has helped to attract new buyers to the brand.

Peugeot 208 BlueHDi

PEUGEOT'S 208 BlueHDi is a testament to car makers who, faced with ever-tightening regulations, have gone to great lengths to clean up emissions. While electric hybrids lead the way, the 208 powered by the 1.6 BlueHDi diesel can still go as low as 79g/km, which is an astonishing figure.



READERS' DESIGN AWARD

JAGUAR

XF

WHY IT WON

WHILE the new Jaguar XE is taking on allcomers in the compact executive class, it's clear from Auto Express readers that the next-generation XF is another Jag they're really waiting for, as the sleek executive saloon has picked up the coveted Design Award for 2015.

In our poll on autoexpress.co.uk, it beat 14 rivals, including cars as varied as the Volvo XC90, Ford GT and Kia Sportspace. And in the final reckoning, the XF took nearly a third of the vote.

It hits dealers later this year, but it appears the public is already keen on its sharp design. While the original car was thoroughly modern when compared to the retro-inspired S-Type that preceded it, the new XF takes the basic template and brings it bang up to date.

Penned by Ian Callum, the model features styling cues that are pure Jaguar. The large grille and small headlights are influenced by the XJ and XE, while the manufacturer's new signature J-shaped LED daytime running lights make an appearance in those headlamp clusters.

The front wings feature air vents behind the wheels, and the bulging bonnet and small glass area are evolutions of the original XF that give the newcomer a sporty look. Further back, the rakish rear screen and long tail mean the XF looks like no other executive saloon, plus new tail-lights and less chrome trim give the back end a more modern look.

We'll have to wait until the end of the summer to find out how the new XF drives. However, if it's half as good as it looks, then it will definitely be a front-runner in the executive car class. And who knows – a contender for Auto Express Car of the Year 2016...?



In association with



LISTER





WHY IT WON

YOU have to go back to the year of the Ford Transit's debut, 1965, for the last time it wasn't the UK's market-leading van – and it's marked its 50th anniversary in style by being deservedly crowned our Van of the Year.

The functional Transit is a van that offers low running costs and decent efficiency to appeal to fleet managers, while also boasting comfort and responsive handling to keep those behind the wheel happy. On that solid base, Ford has constructed a huge model range to

ensure there's a Transit for almost every business – buyers now have over 450 variants to choose from.

All new vans' load volumes have increased by 10 per cent over the previous range, and that sees the largest Transit Jumbo offer an impressive 15.1m³ of capacity.

Minimising running costs is essential in any commercial vehicle, and the Transit excels in this area. The van was tested to destruction in the development process to ensure no amount of tough treatment at the

hands of drivers would get the better of it. The long service intervals of two years or 30,000 miles also help it stay on the road longer than its rivals, while Ford's latest Duratorq diesel engine tech means fuel and tax bills don't get out of hand. The efficient EConetic vans emit just 169g/km of CO₂ and return 44mpg economy.

So, even 50 years on from the launch of the original model, Ford's Transit is pushing the boundaries of the panel van market and challenging rivals to keep pace.

VAN OF THE YEAR

FORD

TRANSIT



OUR CHOICE

**Transit 2.2 125 310 L2H2
FWD ECONetic (£28,295)**

THIS stalwart L2H2 version of the Transit mixes the roomy, medium-wheelbase, high-roof bodystyle with Ford's strong 2.2-litre 123bhp diesel engine and ECONetic fuel saving tech. It's enough for 41.5mpg economy and CO₂ emissions of 177g/km.



COMMENDED

Fiat Doblo Cargo

THE new Fiat Doblo Cargo has the credentials to really shake up the small van class. A wide range of bodystyles offers load volumes up to 5.0m³, while an innovative independent rear suspension design helps achieve smooth and secure progress on the road. Fuel economy of up to 64mpg is the icing on the cake.

Vauxhall Vivaro

VAUXHALL'S latest Vivaro is intelligently designed and built in Britain. The mid-sized panel van is packed with clever features to maximise load space and make everyday use that much easier. Engine refinement and ride comfort also count as key strengths of a van that ticks all the important boxes for domestic operators.



HALL OF FAME

LAND ROVER DEFENDER



WHY IT WON

FOR the first time ever, we have inducted a car into the Auto Express Hall of Fame – and there has never been a model so deserving as the Land Rover Defender.

The iconic 4x4 is 67 years old and the curtain is about to come down on production after a lifetime of achievement. It's served in the military and been converted into everything from fire engines to royal carriages, while legend says it's the first thing to cross the desert after a camel – everyone has a Defender story to tell. But perhaps its biggest achievement is to make it so far with so little change to the original design – testament to how right it was on day one.

Age is not the only milestone, because the two-millionth model recently rolled off the production line on Lode Lane in Solihull – first the Series I, then Series II and III, and finally Defender. And Auto Express' editor-in-chief Steve Fowler was invited along to play a part.

Before hitting the factory line, our man caught up with Jaguar Land Rover engineering director, Nick Rogers, to find out how the car has lasted so long. Rogers learnt to drive in a Series II on his father's farm aged nine and now, after 31 years with the company, is charged with replacing this most iconic of cars.

"The beauty of the Defender is everything's there for a purpose," he said. "On a Series I you can't find anything that's not needed. That's perfect minimalist design."

"Today, using aluminium in cars is advanced, yet when the Series I was made in the forties steel was under ration and aluminium wasn't – and there was lots of aluminium around as it was used for building Spitfires."

Fowler worked with 21-year-old production associate Carlton Heath to fit the wiring assembly into the roof of the car, before also fitting the famed alpine lights – darkened glass panels that sit in the roof side panels of Defenders.

The bespoke model 2,000,000 is due to be auctioned off by Bonhams on 16 December, shortly before production of this generation of Defender at Solihull ends for good.

Proceeds from the sale will go towards the International Federation of Red Cross and Red Crescent Societies and the Born Free Foundation.

A replacement for the Defender is due to go on sale in 2018. It's got a great deal to live up to – it's doubtful the world will ever see a car with such global impact as the Land Rover Defender.



Production associate Carlton Heath and our man set about fitting wiring assembly into roof of two-millionth Defender



HALL OF FAME

ALAN BATEY

General Motors Executive Vice President and President, North America



WHY ALAN WON

THIS year's Auto Express Brit List was as hotly contested as ever, showing once again the huge talent that this country has to offer the global car business. Taking the number one spot for 2015 – and inducted into the Auto Express Hall of Fame – is General Motors' executive vice president and president, North America, Alan Batey.

Batey began his career at GM in 1979 as an engineering apprentice with Vauxhall in Luton. Since then he's been around the world working in Germany, Switzerland, the United Arab Emirates, Korea and Australia. Now he's based in Detroit with responsibility for sales and service in the US for all of GM's brands in its home market, while also leading Chevrolet globally.

Such has been Batey's success that in what threatened to have been a nightmare year in 2014 – with recalls and other issues that could have tarnished GM for good – sales in the US actually went up. That also helped boost the company's profits, as did the work Batey has put into GM in China – he sits on the board of GM China's joint venture with Shanghai Motor Corporation. And despite the fact that Chevrolet's mainstream models are disappearing from the European market, the brand is putting in a healthy showing across the rest of the world.

It may have been some time since Batey has worked in the UK, but he's a regular in this country, and Auto Express caught up with him at the recent Goodwood Festival of Speed.

"I am delighted and very honoured to receive this award and to be placed alongside some real icons of the British auto world," he explained. "Humble and hungry has been my mantra and I can honestly say that after 37 years in the auto business, living and working in nine countries, I am still as passionate and excited today about this business as the day I started."

"Brits have always excelled on the global automotive stage, and there is strong evidence as you look at this year's list that the bench is deeper than ever. We are recognised as having a strong work ethic and great leadership and communication skills."





DRIVER POWER AWARD

LEXUS

WHY IT WON

DRIVER Power is our annual ownership survey, which this year saw 61,000 motorists tell us what they like and dislike about their car – and Lexus turned in one of the most dominant performances in recent history, as it was named the best manufacturer overall, while the new IS was rated as the top model.

Respondents assess the cars in 10 categories – reliability, build quality, running costs, performance, road handling, ride quality, ease of driving, seat comfort, practicality and in-car tech.

And the IS (right) was the undoubted star of the show as the compact exec was named your number one model, knocking serial winner the Skoda Yeti off the top. It was also rated best for ease of driving.

But to win this award, it's not enough to produce only one great car that owners love, and Lexus' rise from fourth to first was down to drivers rating its entire range highly. The NX SUV debuted in sixth and was ranked best for build quality, while the RX and two generations of the GS were also in the top 20.

All this meant Lexus scored highest of all car makers for seat comfort, in-car tech, build quality and reliability, while it was second in ride quality and ease of driving. In fact, quite remarkably, Lexus only ranked outside the top 10 in one category in our Driver Power survey. A superlative performance, making Lexus a deserved winner of our award.



TECHNOLOGY AWARD

GM ONSTAR

WHY IT WON

THIS year we've renamed our Safety Award the Technology Award, because while our winner is still an excellent safety feature, there's much more to it than that.

Vauxhall's OnStar service provides owners with a 24/7 personal assistant to help them out, whether they need roadside assistance, a status report on their vehicle or even tourist information. Even better is the fact that the service connects owners directly to a representative in a call centre, not an automated system, making it very user-friendly.

OnStar is a subscription service that's being introduced to the range this year, with the first 12 months available for free on any new Vauxhall. Owners will be able to use the service either in-car, via a smartphone app or even by calling from a landline. Cars featuring OnStar will also have a 4G Wifi hotspot to keep you and your passengers connected. It's a hi-tech revolution that promises to make owning a Vauxhall an even greater experience for thousands of drivers across the UK.



SOCIAL MEDIA AWARD

TOYOTA



WHY IT WON

OUR Social Media Award honours a company that has taken on the challenge of direct audience interaction and succeeded in opening a new channel of communication with buyers.

Toyota has successfully built a strong presence online, especially with its @ToyotaGB Twitter feed, with clever campaigns surrounding special events throughout the calendar involving both customers and dealers.

Highlights over the past 12 months included its own take on football's transfer deadline day, which last year coincided with the 1 September reg plate change, and Toyota's participation in Red Nose Day. This kicked off with a teaser picture of the Toyota RND concept, which convinced global news feeds that it was a new car, and resulted in millions of views online. Toyota was a top promoter of Red Nose Day, raising nearly £800,000 for the charity.

In association with



BEST AD CAMPAIGN

HONDA CIVIC TYPE R THE OTHER SIDE

WHY IT WON

HONDA has a rich history of innovative advertising campaigns, so it was no surprise it pulled out all the stops for the public unveiling of the new Civic Type R.

The novel online ad is called 'The Other Side' and was created by the Wieden + Kennedy London Agency, directed by Daniel Wolfe. It highlights the differences in character between the normal Civic and the Type R, plus the transformative effect of hitting the R button on the latter's dash.

Essentially it tells the story of a man who uses a standard Civic and the racy Type R to lead a thrilling double life. By day, he is a sensible family man ferrying children around, while by night he's a crime-fighting undercover cop screeching around in a high-powered hot hatch.

You can watch both ads back-to-back, but press and hold the 'r' button on your keyboard and you can flick instantly between the two stories as they run in parallel. A brilliant idea, perfectly executed.



AWARD WINNERS

BEST CITY CAR Skoda Citigo	Commended Hyundai i10, Renault Twingo
BEST SUPERMINI Volkswagen Polo	Commended Mazda 2, Skoda Fabia
BEST PREMIUM SMALL CAR MINI Cooper	Commended Audi A1, DS 3
BEST COMPACT FAMILY CAR SEAT Leon	Commended MINI 5dr, Skoda Octavia
BEST CROSSOVER Nissan Qashqai	Commended Citroen C4 Cactus, Mazda CX-3
BEST FAMILY CAR Skoda Superb	Commended Mazda 6, Volkswagen Passat
BEST ESTATE CAR Volkswagen Passat Estate	Commended SEAT Leon ST, Skoda Octavia Estate
BEST COMPACT EXECUTIVE CAR Jaguar XE	Commended BMW 3 Series, Lexus IS
BEST EXECUTIVE CAR Audi A6	Commended BMW 5 Series, Tesla Model S
BEST LUXURY CAR Mercedes S-Class	Commended Bentley Mulsanne Speed, Range Rover
BEST HOT HATCH SEAT Leon Cupra	Commended Ford Fiesta ST, Volkswagen Golf GTI
BEST COUPE Audi TT	Commended Jaguar F-Type, Porsche Cayman
BEST CONVERTIBLE Audi A3 Cabriolet	Commended BMW 4 Series Convertible, Porsche 911 Cabriolet
BEST MPV Citroen Grand C4 Picasso	Commended BMW 2 Series Active Tourer, SEAT Alhambra
BEST COMPACT SUV Land Rover Discovery Sport	Commended Dacia Duster, Porsche Macan
BEST LARGE SUV Volvo XC90	Commended Kia Sorento, Range Rover Sport
BEST ROADSTER Mazda MX-5	Commended Jaguar F-Type, Porsche Boxster
BEST PICK-UP Mitsubishi L200	Commended Ford Ranger, Volkswagen Amarok
BEST PERFORMANCE CAR Porsche 911 GT3	Commended McLaren 650S, Mercedes-AMG GT
GREEN AWARD BMW i3	Commended Mitsubishi Outlander PHEV, Peugeot 208 BlueHDI
VAN OF THE YEAR Ford Transit	Commended Fiat Doblo Cargo, Vauxhall Vivaro

SPECIAL AWARDS

READERS' DESIGN AWARD	Winner: Jaguar XF
DRIVER POWER AWARD	Winner: Lexus
TECHNOLOGY AWARD	Winner: GM OnStar
BEST SOCIAL MEDIA BRAND	Winner: Toyota
AD CAMPAIGN	Winner: Honda Civic Type R The Other Side
HALL OF FAME	Winner: Land Rover Defender
HALL OF FAME	Winner: Alan Batey
CAR OF THE YEAR	Winner: See Page 96

PHOTOGRAPHY: Pete Gibson, Otis Clay

THANKS TO: Rockingham Motor Speedway (www.rockingham.co.uk)

SYNDICATION SALES: Call 020 7907 6132 or E-mail ryan_chambers@dennis.co.uk

CAR OF THE YEAR

VOLVO

XC90

WHY IT WON

IT'S hard to kick the winning habit – as the XC90 proves. Back in 2003 the first-generation model scooped top honours in our annual awards, and 12 years on its replacement has repeated the feat.

It's not hard to see why. If Car of the Year was based on looks, the Volvo would have romped to victory. Thanks to its blend of imposing proportions and exquisite detailing, the handsome SUV has huge presence without being overly brash or aggressive. However, it's inside where the XC90 really impresses.

With its clean, crisp, minimalist design, top-notch materials and flawless quality, its cabin feels as luxurious as models costing twice as much. And it's packed with stunning hi-tech features. There's also plenty of room, plus the advantage of a seven-seat layout.

Of course, there's more to this award winner than a pretty face and practical cabin. It's good to drive, too, in a relaxing and unflustered way. Volvo delivers the best in comfort and refinement, and it benefits from well weighted steering, composed handling and impressive safety kit.

The sense of serenity is enhanced by impressively refined four-cylinder engines. The most remarkable is the flagship T8, which incorporates plug-in technology and a 2.0-litre petrol to deliver 401bhp, 134.5mpg and 49g/km. Cutting-edge tech, head-turning style, cossetting luxury, seven-seater practicality and great value for money – our 2015 Car of the Year has it all.





Our cars



HYBRID Under the striking bodywork, NX has a petrol-electric drivetrain, but it's not proving especially efficient



Mat Watson

Mat_Watson@dennis.co.uk

AE LOOKING sharp. No, not me. Our shiny new NX 300h... With its aggressive angles and sharp creases, it's a piece of modern architecture that stands out against a skyline of generic SUVs. Now, I'll admit I wasn't entirely sold on the design when Lexus revealed the first pictures. But as with any sculpture, to fully appreciate it you really need to experience the form in three dimensions.

I've been living with the NX 300h for more than a month, and even now I still turn back for one last admiring glance when I park up and walk into my flat. Its interior is nearly as stunning, although not everyone in the Auto Express office agrees. Yes, guys, I know there are "a lot of surfaces going on", but at least there is SOMETHING going on.

From a design point of view, the NX can go straight to the top of the art class. And it gets full marks for kit, too. Our Premier is the range-topper, and so it's fully loaded – and not in a German way that means you have to spend 'only' £10,000 on options instead of £20,000. In contrast, the only option fitted to our Lexus is metallic paint.

There's too much standard kit to mention here (I'll go into more detail in the next report), but highlights include the 14-speaker Mark Levinson sound system, panoramic sunroof and cooled as well as heated seats. Speaking of which, Lexus does awesome seats. They're right up there with Volvo's!

So far, then, you're probably thinking the NX 300h is brilliant. And it is... as long as it's not moving. Within a few minutes, let alone a month, it becomes obvious the Lexus is a one-trick pony – and a lame one at that.

Take the suspension. You imagine an SUV to smother bumps. But somehow, even on seemingly smooth roads, the Lexus fidgets around like a shopping trolley on cobbles. It's as though it's been designed for a bizarre



Lexus NX

FIRST REPORT Sharp-suited SUV joins our fleet



Practicality

Boot (seats up/down)
475/1,520 litres



Running costs

34.9mpg (on test)
£66 fill-up

Japanese sadomasochistic endurance game show, as it strangely manages to seek out and then amplify imperfections to telegraph every nook and cranny into your spine.

Then there's the powertrain. The last car I ran was the superb BMW i3 range-extender. Swapping its cutting-edge hybrid tech for the Lexus' ancient system would be like writing this article on a Commodore VIC-20 instead of my Apple MacBook. The batteries in the NX 300h, for instance, are made from nickel hydride – the same as those in the Tamiya radio-controlled car I had as a kid.

Meanwhile, when you prod the throttle you must wait while it, the petrol engine and the electric motor reach



NEED TO KNOW

Touchpad control operates interior functions, and works well; sunroof lets in welcome light



"I still turn back for one last admiring glance when I park up and walk into my flat"

a consensus before the car accelerates. When it finally does, the unimpressive progress is underlined by a strained moaning from the engine. I daren't drive past a farm because the owner will think his Friesians are calving...

All could be forgiven if the hybrid was saving money at the pumps. But our 34.9mpg average is less than the 35.3mpg we had out





Pete Gibson

Essentials

Lexus NX 300h Premier

On fleet since:	April 2015
Price new:	£42,995
Engine:	2.5-litre 4cyl/electric motor, 192bhp
CO₂/tax:	121g/km/£110
Options:	Metallic paint (£645)
Insurance*:	Group: 31 Quote: £601
Mileage/mpg:	5,868/34.9mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three penalty points.



WE LIKE The design. The Lexus NX is a stylish SUV that certainly turns heads – it looks and feels like a premium product outside and in. There's loads of kit, too



WE DON'T The drive. The Lexus feels underdeveloped dynamically. Poor ride quality and noisy CVT mean it doesn't live up to the promise of its looks

Verdict

WHAT a missed opportunity the NX 300h feels like. With comfortable suspension and a refined diesel powertrain, it could rule the class. Sadly, the crashy ride and sloppy hybrid powertrain let the whole package down. A work of art, yes – but one you have to suffer for.



Fleetwatch



Verso MPV was ideal for loading family to scenic Pembrokeshire, but economy figures could have been better

Toyota Verso

WALES was the destination for our Verso, as it transported website editor Steve Walker and family off for a week on the Pembrokeshire coast. This was the longest trip yet for our seven-seater, and it coped well on the motorway, keeping noise levels in check. Fuel economy of 48mpg was a little disappointing given the 62.8mpg claimed figure, but the 108bhp 1.6-litre diesel engine proved smooth and flexible.

The Verso isn't a car that's easy to get excited about, as it follows the Toyota blueprint for design that's safe rather than scintillating, but it's sturdily built and easy to use. The cavernous interior easily accommodated Steve's family of three plus a whole lot of luggage, even with the middle row slid right back to maximise legroom. There's a good variety of storage options in the cabin, too.

On this evidence, it's hard to imagine the Verso slipping up in its family MPV role. The question is whether it offers enough to win sales from the flashier rivals that populate this sector of the market.



Audi TT

AN old relative laid in waiting for our Audi TT, when consumer writer Henry Willis took it home the other weekend – as our man has just taken the plunge and bought a Mk1 TT.

Henry was surprised how smooth and refined our 2.0 TFSI quattro model felt to drive when compared to his 2002 version, although with 222bhp his TT isn't that far behind the 227bhp new car for performance.

Where the difference really lies is with the latest Audi's six-speed DSG gearbox. It delivers quicker and sharper changes at speed, when compared to a six-speed manual box.

But the chiselled, sharp looks of our Glacier White TT stood out most of all with the two Audis parked side-by-side.

Henry pointed out that like many other long-lived models that have evolved over time – such as the Porsche 911 or Volkswagen Golf – our 64-plate TT is much bigger than its older brother, although it proves easy to manoeuvre thanks to its all-round parking sensors.

Our fleet INDEX

Alpina D3	Issue 1,366
Audi TT	Issues 1,359, 1,365
Citroen C4 Cactus	Issues 1,365, 1,374
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Ford Mondeo	Issue 1,373
Ford Transit	Issues 1,363, 1,371
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Lexus NX 300h	New arrival
Mazda 2	Issue 1,370
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Renault Twingo	Issue 1,368
SEAT Leon X-Perience	New arrival
Skoda Octavia Scout	New arrival
Toyota Verso	New arrival
Vauxhall Corsa	Issues 1,354, 1,361, 1,374
VW Golf GTI	Issues 1,320, 1,332, 1,341, 1,352, 1,364, 1,373



We've told you about our cars
Now tell us about yours
www.autoexpress.co.uk/driverpower

Second opinion

"As with all hybrids, you have to subtly alter your driving style to get the best out of the NX. By using the throttle gently and braking smoothly, you can maximise efficiency. And this approach is less likely to see the CVT box sending revs soaring."



Dean Gibson
Deputy road test editor



of our VW Golf GTI (Issue 1,374). Experience with a CT 200h has taught me it should be just about possible to eke out the claimed 53.4mpg... but only if I drive slower than Miss Daisy. Quite frankly, life is too short.

All this is a shame, because I want to love the Lexus. Really I do. But so far it appears that beauty is only skin deep.

NEXT BASE



2015



Britain's Best Selling Dashcam

According to leading independent retail analyst, GFK, three in every five dashcams sold in the UK are Nextbase products.

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PININFARINA'S ITALIAN STALLIONS CELEBRATED

FIRST LOOK

The Pininfarina Book

Price: £80 Contact: www.teneues.com

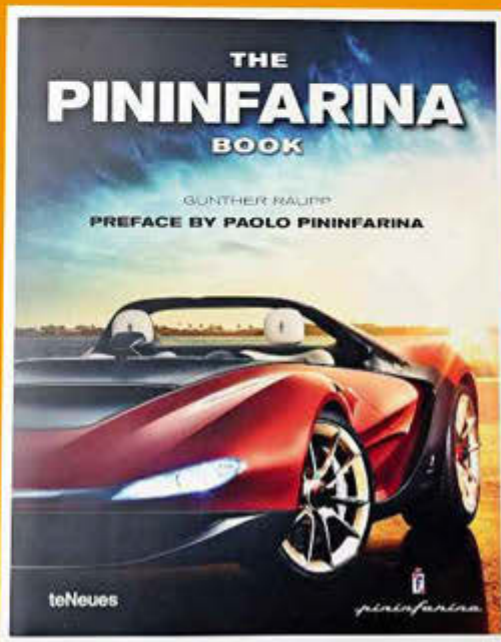
Rating: ★★★★★

THE Ferrari 250GTE 2+2, Alfa Romeo Giulietta Spider and variations of Maserati's A6 are some of the most famous products of the celebrated Pininfarina design factory founded in Turin, Italy.

And as the company celebrates its 85th anniversary this year, The Pininfarina Book by Günther Raupp remembers all it has done for the automotive industry and beyond.

A compelling preface comes from Paolo Pininfarina, grandson of company founder Battista and son of Sergio, who was chairman for 35 years. This huge coffee table book is split into four languages throughout, too, with English, German, Italian and Japanese featuring.

But it's the striking pictures that make the book stand out and broaden its appeal to more than just Italian brand enthusiasts. Many double-page, high-definition images depict Pininfarina's stunning attention to detail in its designs and make the book a joy to read.



THIS WEEK'S HOT KIT



Stunning photos show Pininfarina's design work on Maseratis, plus classics such as the Cisitalia 202



**Cat
Dow**

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q

Extendable mirrors hunt

I'VE decided to give caravanning a go this summer. My wife said she'll only share driving if I invest in extendable wing mirrors. Can you recommend some for my Land Rover Discovery? **Martin Cookfield, E-mail**

A

YOU'RE legally required to be able to see four metres either side of your caravan, so your wife is quite right to insist on them. Your car is 1.92 metres wide and a caravan averages 2.3m in width, leaving a cyclist-sized blind spot. Milenco (www.milenco.com) produces award-winning safety accessories for caravanning.

Q

Clearing out garden pests

IN the summer, my husband cuts the garden back and takes the trimmings to the tip, but he always leaves the back of the car full of insects. Is there a good way of getting rid of them? **Miranda Short, E-mail**

A

A PEST killer is good to use before vacuuming; be sure to test in a discreet area to avoid fabric damage, though. Black & Decker's Dustbuster Flexi (£149.99, www.blackanddecker.co.uk) should blitz the cobwebs and garden rubbish. To get rid of any odours, use a Jelly Belly Air Vent (£3.99, www.halfords.com).

Q

Are Jag tyres OK for BMW?

MY wife hates her BMW 420d Convertible's ride. I'd like to replace her run-flat tyres with standard versions, but the ones I want for the front are Jaguar-specific. Are these OK to fit? **Tom Hughes, E-mail**

A

IT'S never advisable to mix tyres on a car, as there may be a grip imbalance in certain conditions, particularly the wet. These tyres will have been tuned to Jag suspension, which may focus, for instance, on fuel economy at the expense of wet grip. It could be an expensive gamble, so we'd consider an alternative.



HI-TECH SAT-NAV JOINS THE CLOUD REVOLUTION

FIRST TEST

TomTom GO 5100 sat-nav

Best price: £259.99 Rating: ★★★★★

Contact: www.tomtom.com

SAT-nav giant TomTom has updated its range of top-spec GO hardware. This GO 5100 replaces the older 5000, which won our Issue 1,363 test of portable sat-nav. Now users can access lifetime world maps and the MyDrive cloud service.

The MyDrive system has been launched by TomTom to make in-car navigation seamless. Drivers can plan a route on the website from their home or work computer, and it'll be ready on the GO 5100 when they get in the car. The service is also available on other products in the range.

The connectivity extends to other TomTom devices, too. Previous planned routes on the app will show up on the sat-nav, as well as for devices like the motorcycle-based Rider. We found this handy when planning a route from the office to avoid jams. We then got in the car and beat the traffic with the help of the GO 5100.

The rest of the GO 5000's features remain unchanged since we last tested it, so navigation is accurate on the five-inch screen, plus traffic services are sharp. The MyDrive feature never let us down, either, and that's why it gets a full



MyDrive connectivity means drivers can plan their route on a computer and it'll sync to GO 5100 in car

five-star rating, too. The addition of lifetime worldwide maps will be welcomed by drivers looking to take their sat-nav units on a holiday beyond Europe. The new GO 5100 is a bit pricey, but rest assured you're paying for the best.

"GO 5100 carries over its features from the 5000, so its navigation is accurate and traffic services sharp"

COMPETITION WIN a car warranty from Warrantywise

WE'VE teamed up with Warrantywise to offer one lucky reader the peace of mind of a car warranty for a whole year.

The company's car repair plans have been designed by motoring consumer champion Quentin Willson, and they provide you with real reassurance should your car go wrong.

Each warranty not only covers the cost of repairs at any VAT-registered garage in the UK or Europe, but also car hire, hotel costs and onwards travel expenses, plus recovery

as standard. For more information on the range of aftermarket policies the company offers, simply log on to www.warrantywise.co.uk.



For a chance to win, answer this simple question:
Every Warrantywise warranty is designed by which famous motorist?
a) Chris Evans b) Jeremy Clarkson c) Quentin Willson

Enter at autoexpress.co.uk/winawarranty

For terms and conditions, go to www.dennis.co.uk/comp/terms. All entrants must be aged 18 or over. Editor's decision is final.

news, deals & events



Porsche gives game licence green light

AFTER refusing to license its cars for most big driving games in recent years, Porsche has given the green light for 10 models to be replicated in an expansion pack for Forza Horizon 2.

It's now available to download for £7.99 on Microsoft Xbox One, and lets players 'drive' everything from a classic 911 (above) to a 918 Spyder.

Game developer EA previously had exclusive use of Porsche cars in video games. The new Forza 6 game, out on Xbox One in December, will also include Porsche models.

Air-free tyres may soon be a reality

AIR-free tyres could be in production in a little under two years.

Japanese tyre company Bridgestone claims to have been undergoing tests on the puncture-proof tyre using ultra-lightweight cars – such as the Renault Twizy – as the Air Free concept is best suited to speeds not exceeding 37mph on vehicles weighing up to 410kg. A production version of the tyre could be made using recyclable materials.

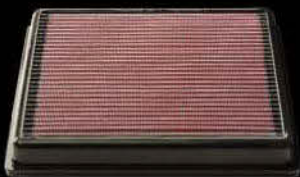
Wide range of cars at free motor show

A VARIETY of vehicles is expected to attend Cars In The Park this weekend (4-5 July). From British fifties classics to modern Ferraris, there's set to be something for everyone at the event, held in Beacon Park, Lichfield, Staffs.

It's free to attend, but organisers charge a small fee to park. Camping is available nearby and there will be a wide variety of activities taking place on both days. For more information, log on to www.carsinthepark.com.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

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Mini test

NEW PRODUCT

Armor All Shield High-Performance Wheel Cleaner

Best price: TBA

Contact: www.armorall.eu

ARMOR All has yet to decide a price for its all-new Shield High-Performance Wheel Cleaner, but it'll be on sale soon. We tried a pre-release version, and got a good first impression of its grime-shifting ability.

Just like Bilt-Hamber auto-wheel, after a few minutes its purple residue turned red, when it was ready to be wiped off. The solution is strong, and has a bad egg aroma – it smells worse than auto-wheel.

Yet you can put up with this when the results are so good. Shield shifted most of the road grime and brake dust from our rims without us having to agitate with a brush. Bilt-Hamber's cleaner still has the edge, but combine this with Armor All's Shield For Wheels and you have a top buy.

Rating: ★★★★★



Wheel cleaners claim to end a life of grime

Henry Willis

ARMOR All has taken quite a few Auto Express product test victories with its Shield range, scooping Best Buy awards for wax, wheel wax and polish.

It's now added Shield High-Performance Wheel Cleaner to the line-up, and says the new product should be used alongside Shield for Wheels wax to make alloys shine.

We tested it with another newcomer, Sonax Xtreme Wheel Cleaner, against our reigning champ: Bilt-Hamber auto-wheel. Prices were taken from a range of sources as we went to press.

The Armor All product left a lasting impression. Its strong solution attacked grime, and only left small patches of muck on our rims – so it trailed auto-wheel, but was tougher than the Sonax. Don't miss our 8 July issue for a test of wheel waxes, which can be applied after these cleaners to slow grime build-up.

"New Armor All product's strong solution attacked grime on our rim"

FELLOW NEWCOMER

Sonax Xtreme Wheel Cleaner

Best price: £11.95

Contact: www.sonax.com

ALSO new to the wheel cleaner market is this Sonax product, part of the brand's recently launched Xtreme range. It fared well in its first test, but was left behind by the other two for performance.

We found it simply wasn't as tough-acting as the Armor All or Bilt-Hamber on stubborn wheel muck and brake dust. Still, we achieved a clean finish when using this with a brush, in the end.

Rating: ★★★



STILL THE BEST

Bilt-Hamber auto-wheel

Best price: £12.95

Contact: www.bilthamber.com

ANOTHER test, another win for Bilt-Hamber auto-wheel. We didn't even need to wet our mucky rim; we just sprayed the strong solution straight on, and then left it for a few minutes.

After it had fizzed away at the muck, we just washed it away, and most of the grime and brake dust disappeared with it. If you need to, try again with a brush; only a little scrubbing may be required. This made our wheels gleam, too.

Rating: ★★★★★



books, dvds & apps



VW Kubelwagen/Schwimmwagen

Chris McNab (Haynes, www.haynes.co.uk)

Price: £22.99 (hardback) Rating: ★★★★★

VOLKSWAGEN'S Kubelwagen and Schwimmwagen military vehicles have more history than most; according to the author of this book, they were as valuable to German forces during WWII as the Jeep was to the Allies. The book goes into real detail when explaining their past, but remains compelling throughout. A must-read for those interested in war history.



Triumph Dolomite: An Enthusiast's Guide

Matthew Vale (The Crowood Press, www.crowood.com)

Price: £16.99 (paperback) Rating: ★★★

THOSE who've owned or driven the humble Dolomite may remember it fondly – and this Enthusiast's Guide will be right up their street. It includes over 150 colour photos, plus technical specs and a look at the car's competition history, while there are in-depth guides to buying and owning. Diehard fans will rejoice, but this will be lost on those who aren't familiar with the Dolomite.

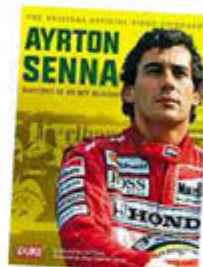


Ayrton Senna: Racing Is In My Blood

Duke Video (www.dukevideo.com)

Price: £16.99 (DVD) Rating: ★★★★★

ORIGINALLY released on VHS format in the nineties, this documentary has been brought back to life in a new DVD release. Footage remains the same, but picture quality is improved – although as it was filmed on old equipment, this is still patchy in places.



App of the week



Loop Drive: Crash Race

Available for: iOS, Android

Price: Free Rating: ★★★

SEE how many laps you can manage in this addictive racing game. Players control the speed of a car around a loop that intersects another. More cars appear, making it harder not to crash. Gameplay is basic, but it takes real skill, and is fun – plus it's free, too.



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Available from Halfords and most Motor Accessory Shops



BEST BUY SECOND win in a row for this excellent Halfords set. In addition to slot and crosshead, it has Torx security bits, hex, and metric and imperial sockets. Also, you get duplicates of the common Pozidriv and Phillips bits easily damaged in power tools. The driver is grippy and comfortable. There's no case, but the bit holders are ideal for a tool box.

Halfords Ratchet Screwdriver and Bit Set

Best price: £15 Pieces: 58
Contact: 0845 057 9000,
www.halfords.com
Rating: ★★★★★



RECOMMENDED COMPACT set from Siegen will fit into most toolboxes, but still packs in a good range of tools. Slotted, Phillips, Pozidriv and Torx bits are marked and colour-coded, and made from tough S2 steel. Ten metric sockets and a short extension have prompted the inclusion of a wrench rather than driver. Not ideal for screwdriving, but well made and comfy.

Siegen S01036

Best price: £19.78 Pieces: 31
Contact: 01284 757500,
www.sealey.co.uk
Rating: ★★★★★

MULTIBIT SETS

It's all about versatility in our test of the top eight bit sets

PRODUCT GROUP TEST 1 | 7 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.



NUTS and bolts on cars have changed little over the years, but smaller fasteners are very different – and often a normal screwdriver won't shift them. Short of a large toolbox and budget, the solution is a multibit set covering not only the familiar flat, Phillips, Pozidriv and hex heads, but Star, Torx, Torq and Tri-wing fasteners, too.

There are also sets for the security versions. They can be used in power tools such as cordless screwdrivers to speed up jobs, plus they're easy to individually replace if they're damaged. There's a wide range available with makers yet to settle on what should be covered. Which are the head-turners? We tried eight to find out.

How we tested them

WE looked for all the common fasteners, plus extra ranges and duplicates for popular sizes. Somewhere to keep them was a must, plus we wanted markings on bit and holder. The driver was checked for comfort and a smooth ratchet mechanism.

Value was also a factor, with prices from various sources as we went to press, but we focused on driver bits rather than sockets, which are often covered by other sets.



Verdict
THE comprehensive Halfords Ratchet Screwdriver and Bit Set wins again. The top-quality but unusual Siegen is second, ahead of the well thought out Kennedy.

1. Halfords Ratchet Screwdriver and Bit Set
2. Siegen S01036
3. Kennedy Mechanics Screwdriver Bit Set



Kamasa Ratchet Screwdriver Set

Best price: £9.27 Pieces: 18
Contact: 01926 818196, www.kamasa.co.uk
Rating: ★★★

UNUSUALLY, the screwdriver and bits sit in a holster-style belt clip. Not best suited to car work, but the bits are secure and both parts are marked. It covers the essentials, too, with Phillips, hex and flat, plus four PzDrive and five Star. The full-size driver has a comfortable, dual-compound handle which can take some force, but the ratchet was a bit coarse.



Draper RBS42

Best price: £8.48 Pieces: 42
Contact: 023 8049 4333, www.drapertools.com
Rating: ★★★

LOOK no further for precision versions of the latest fasteners, as 20 are included in this compact set from Draper. These cover the usual slotted, cross, PZ type, hexagon and TX-Star. The ranges are repeated among the conventional-sized bits, and there are small ratchet drivers for both. They are grippy, but their size limits application of force. The lack of case markings makes selection a bit hit and miss, plus spotting what's missing isn't easy.





THIS has the usual hex, slotted, Pozidriv, Phillips and Torx bits, but the range they cover is bigger than most here. There's also Tri-wing, Torq and SIT, and even one for cup-holder hooks. It's just aggravating that they're marked not with sizes but with a part number. The driver lacks a ratchet, although these irritations are worth tolerating for the excellent range.

Kennedy Mechanics Screwdriver Bit Set

Best price: £34.48 Pieces: 60

Contact: 0116 257 2431,

www.cromwell.co.uk

Rating: ★★★★★



ALREADY have some smaller metric sockets? Stag Tools' new kit is worth a look, as it focuses on screwdriver bits. Six ranges are packed into the small case, including slotted, Phillips, Pozidriv, Torx, hex and square drive. While the bits are marked there's none on the case, which is a pain. The driver is on the small side, making it hard to apply a lot of force, too.

Stag Tools STA002

Best price: £8.99 Pieces: 38

Contact: 0161 764 5981,

www.tetrosyl.com

Rating: ★★★



Clarke CHT533

Best price: £19.19 Pieces: 45

Contact: 01992 565300, www.clarkeinternational.com

Rating: ★★★

THE focus in this Clarke set is on conventional nuts and bolts, which doesn't help here. What it does mean is there's a choice of a conventional, if small, screwdriver and a stubby ratchet wrench to turn the 10 bits. These cover hex, Torx, slotted and Phillips. There's also a short extension, which may help with access. The driver handle is small so it's hard to apply a lot of force, although this could be done with the wrench. Best if you need sockets, too.



Forge Steel Ratchet Bit Holding Screwdriver

Best price: £7.99 Pieces: 12

Contact: 0500 414141, www.screwfix.com

Rating: ★★

THE lack of Torx or Star bits hurts this bargain set. You get only 12 bits with four popular sizes each for slotted, Pozidriv and Phillips in marked holders. The emphasis is on the screwdriver, and it's pretty good. Large dual-compound handle is easy on the hand and the ratchet relatively fine, but it doesn't make up for the small bit range.





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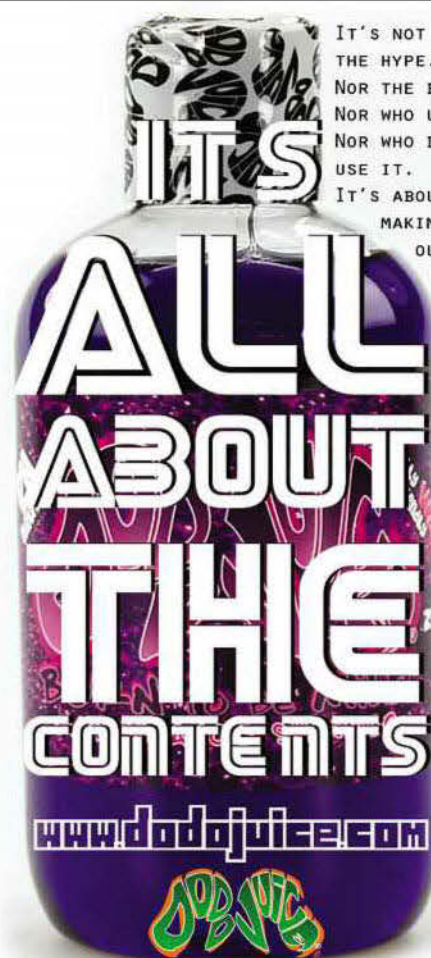
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2015 Results iQ Factfile

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Fuel economy: 64mpg (1.0 VVT-i)
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Prices: From £3,000

OVERALL SCORE Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better
89.07%

	200	150	100	50	1
RELIABILITY					1
BUILD QUALITY					48
RUNNING COSTS					24
PERFORMANCE					164
ROAD HANDLING					76
RIDE QUALITY					151
EASE OF DRIVING					30
SEAT COMFORT					108
PRACTICALITY					109
IN-CAR TECH					168

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"Fantastically easy to park, with an amazing turning circle. Very economical and fun to drive, too."

"Great little car. I loved it from the moment I got in it."

"Wonderful design and quality. High specification and low-cost motoring."

"It does a lot of town driving, but can also be used for long distances. Roomier than expected."

"The perfect city car – low running costs, easy to park and a dream to drive."

NOT SO GOOD

"INTERIOR trim doesn't resist scratches."

"Paint seems prone to chipping."

"Disappointed that we're not achieving close to the advertised mpg."

"The removable fabric 'boot cover' is difficult to clip in, especially the middle press-studs."

"I had a botched brake recall in 2011 that I nearly had to go to court over."

"I think the servicing is expensive."

"The interior plastics look a bit cheap."



How do you rate your car?
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Martin Saarinen

Got any car queries?

Martin_Saarinen@dennis.co.uk
@AE_Consumer

Q Swift gearchange issues

THE gearchange in my Suzuki Splash is notchy after two years of ownership. Is this a common problem, and should I get the dealer to investigate while it's still under warranty?
David Blake, E-mail

A *OTHER owners seem to be having the same issue. The most common cause is old gearbox oil or worn gearbox cables. These should be checked during the three-year service interval. As the car is still under warranty, we suggest you take it to the dealer to investigate.*

Q Chrysler pull-out concerns

WITH Chrysler leaving the UK due to slow sales, am I likely to experience problems getting my PT Cruiser serviced and obtaining spare parts in the future?
Phil Hier, E-mail

A *NO, there will be Chrysler dealerships operating until 2017. From then onwards, Jeep dealerships will handle Chrysler inquiries. The Fiat Group supplies the spare parts, many of which are shared with Fiats, meaning it's unlikely you'll be left in the lurch.*

Q Adjustable dampers fitted?

THERE seems to be no noticeable difference in damping on the various driving modes in my 2014 MINI Cooper. How can I tell if the adjustable damping system has been fitted?
Gordon Abbot, E-mail

A *EARLY feedback on the MINI suggested it was quite tough to notice the difference between modes. To find out if the car has them fitted, we suggest you take the car to your local dealer and have staff verify that the system is installed and is working properly.*

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NEED TO KNOW

Auto emergency braking is standard; the optional Driver Assistance Pack adds a raft of other safety features.

NEED TO KNOW

From autumn 2013, all V60s featured a 2.0-litre four-cylinder engine (petrol or diesel), in varying states of tune.

NEED TO KNOW

An eight-speed automatic gearbox replaced the previous six-speed unit in autumn 2013 – it's much better.



BUYER'S GUIDE: Volvo V60

FROM £9,000 Premium estate scores highly for style and safety, and is a classy used buy

AE Richard Dredge

VOLVO is arguably better known for its estates than any other car maker; it's been famed for its big, boxy load-carriers from as far back as the seventies. And until the V60 arrived, its estates had one thing in common – they put usability ahead of style.

The V60 reversed that, though: it was the first seriously sexy wagon to come from the Swedish car maker. It sacrificed ultimate practicality for swooping lines that set it apart from other premium estates.

Now you can get one of these cars from only £9,000 thanks to weaker residuals than those of German rivals. That's bad news for the first owner – but great for used buyers.

History

THE V60 hit dealers in December 2010 with 2.0-litre D3 or 2.4 D5 diesels, plus 1.6 T3, 1.6 T4, 2.0 T5 or 3.0-litre T6 petrol engines. There were also manual or Geartronic six-speed automatic boxes, as well as ES, SE, SE Lux or R-Design trims. By February 2011, a 119g/km DRiVE model with a 1.6D engine

had appeared; 18 months later, the fleet-focused Business Edition arrived, with sat-nav, rear parking sensors and quality audio.

The plug-in hybrid launched in summer 2013 with a 48g/km CO₂ diesel. That came after a facelift in spring 2013, which brought a restyle, cleaner engines, more safety kit, plus a 109g/km D2. The 3.0 T6 morphed into the more overtly sporty Polestar from June 2014, then in April 2015, a Cross Country launched, in D3 and D4 forms.

Which one?

BUY the latest example you can afford, and even better if you can stretch to the all-new 2.0-litre four-cylinder launched in autumn 2013; we'd particularly recommend the D4.

The entry-level ES features climate and cruise control, multifunction steering wheel, 16-inch alloy wheels and a six-speaker hi-fi.

The SE adds auto wipers, electric, heated folding mirrors plus 17-inch alloys, while the SE Lux also comes with part-leather trim, an electrically adjustable driver's seat and active xenon headlights. R-Design has sportier

styling, 18-inch alloys and a DAB radio, along with stiffer suspension and a chassis that's lowered by 15mm. The R-Design Lux range-topper adds an upgraded sound system to all these design and chassis changes.

Alternatives

THERE'S no shortage of family-sized estates, but most focus on practicality. Classy rivals include the VW Passat and Honda Accord; the VW is a better all-rounder, with more choice.

Premium alternatives include the Audi A4, BMW 3 Series and Mercedes C-Class. Only the Audi has a four-wheel-drive option, but all come with a great range of engines and transmissions, and all are very desirable; the BMW is the driver's choice.

If you want something cheaper and more mainstream, home in on the Mazda 6 and Vauxhall Insignia. The latter is especially

tempting because it has everything you need; space, kit and decent dynamics, plus there are loads about and they're top value, too.

Verdict

THE V60 isn't the obvious family estate choice, but if you want something stylish, it's easy to recommend. Most rivals are more practical, offering bigger load bays but (invariably) more anonymous looks.

As you'd expect from a Volvo, safety features high up on the menu, and build quality and reliability are strong points, too. There's also a huge array of engines, from frugal petrol turbos to muscular diesels that combine relaxed cruising with fine economy.

Want truly spectacular efficiency? Seek out one of the rare and costly hybrid editions – these are rated at only 48g/km, and are the cleanest estates on the market.

"V60 was the first seriously sexy wagon from Volvo, which had previously put usability ahead of style"

**Rear bumpers**

REAR visibility is an issue, which is why you need parking sensors. But not all V60s come with these as standard, so check the rear bumper for scrapes.



Tom Wood

Tyres

SOME of the more powerful models can struggle to get the power down, so check the front tyres for wear; new rubber is needed on a regular basis.

**Load bay**

ACCESS to the luggage area is poor thanks to the relatively small tailgate. So while the V60 looks great, as an estate car it isn't actually all that practical.

**Dashboard**

THE dashboard is very busy and – while it's well laid out – it's not always easy to find the button you're looking for. Some of the menus aren't very intuitive, either.

**Performance**

0-62mph/top speed
10.2 seconds/126mph

**Running costs**

51-62mpg (2.0 D3)
£81 fill-up

**CO₂/tax**

119-144g/km
£30-£145

**How much?**

	64 2015	63 2014	62 2013	61 2012	11 2011
Model					
T3 SE	£19,395	£17,295	£13,995	£11,550	N/A
T5 SE Lux	N/A	N/A	£15,895	£12,995	£11,650
D2 SE	£20,750	£18,595	£14,995	£11,695	£10,450
D3 SE	£21,250	£18,500	£15,500	£12,500	£11,150
D4 SE Lux	£23,995	£20,750	£17,195	£13,650	£12,150
D5 R-Design	£23,995	£20,750	£16,895	£13,500	£11,995
Hybrid R-Design Lux	£35,995	£30,500	N/A	N/A	N/A

FEW V60s cost less than £9,000, but you might find an entry-level car or one with a huge mileage. For £12,000 you can buy a 70,000-mile 12-plate 2.0 D3 R-Design, a 2012 62-reg 1.6-litre D2 with 60,000 miles or an 11-plate, 50,000-mile D5 R Design Geartronic.

Petrol V60s are rare and tend to be high-spec cars with few miles; most have yet to hit 25,000. Most cost over £25,000; Polestars are closer to £40,000. About half of V60s feature an auto, from £10,000. The cheapest hybrid we found was a 15,000-mile 13-plate SE Lux, at £29,990.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.6 T3	22-25	42-47mpg	139-156g/km	£130-£180
2.0 T5	28-32	34-35mpg	186-189 g/km	£265
3.0 T6	36-40	27-28mpg	237g/km	£490
1.6 D2/DRIVE	17-22	62-68mpg	108-119g/km	£20-£30
2.0 D3	22-30	51-62mpg	119-144g/km	£30-£145
2.0 D4	26-29	72-74mpg	99-103g/km	Free-£20
2.0 D5	29-32	52-61mpg	120-142g/km	£30-£145

ALL V60s need a service every 12 months and 12,000 or 18,000 miles; the smaller engines tend to have the shorter intervals. Maintenance costs vary depending on motor, box and whether it's a minor or major service. It can vary from £210 to £945; £300 is typical.

All engines feature a cambelt apart from the T6 petrol unit. This needs to be changed every six to 10 years or 87,000-144,000 miles depending on the powerplant. Expect to pay £300-£600 to have the work done. As well as this, the brake fluid should be changed every two years at £90, while it's recommended that the air-con is cleaned each service, at £39 a time.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£78.80	£38.99
Front Brake discs (pair)	£157.20	£73.98
Door mirror glass (electric)	£70.80	£14.99*
Front wiper set	£44.40	£26.49

Prices for a 2011 V60 2.0 D3. Dealer figures supplied by MRG Volvo Chippenham, Wilts (www.volvocarschippenham.co.uk). Independent prices from Euro Car Parts (www.eurocarparts.co.uk) *Price from www.carwingmirror.co.uk

Recalls

VOLVO tends to issue more recalls than other makers, but many affect only a small number of cars. It also goes by chassis number, not build date. The V60's been involved in nine recalls, for issues such as poor-quality wheel nuts, the engine cutting out due to ECU calibration and airbag failure. Others have been because of power-steering and fuel leaks, brake servo failure and poorly secured cabin trim panels. Dealers can advise on whether any car is subject to outstanding recalls, from the chassis number.

**OUR VIEW**

A PLACING of 86th in our Driver Power 2015 satisfaction survey isn't great, but the V60 debuted in only 74th in 2014. And while scores of 179th for handling and 159th for practicality disappoint – as does 109th for running costs – 27th for seat comfort, 29th for build quality and 60th for reliability are more reassuring.

YOUR VIEW

COLIN Wheeler from Conwy, north Wales, likes his 2012 V60, even though he knows that it's not the most practical estate available. He says: "It's superb on long-distance drives, and so far it's been very reliable, but considering it's an estate it's not that good for carrying stuff. However, it looks great and it's well equipped, plus it's safe."

**Interior**

THE seats are some of the best fitted to any family car and the cabin feels well put together. But the dashboard is confusing with its busy centre console. Luggage space isn't great for an estate; with the rear seats in use it'll stow 430 litres and with them folded this rises to just 1,241 litres.

Contacts

Official
www.volvocars.co.uk

Forums

www.volvo-forums.com
www.volvoforums.com
www.volvoclub.org.uk
<http://forums.swedespeed.com>

Car hunter

£5,000 for a tiny off-roader, but which one?

Dear Lawrence, I need a cheap workhorse that can handle rough off-roading while navigating my narrow farm tracks. What should I get for £5,000?

Dianne Kinross, E-mail

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE SPACIOUS CHOICE



Daihatsu Terios

FOR: Room for four adults, plenty of kit, looks

AGAINST: Bumpy ride, flimsy cabin trim

DAIHATSU is a lesser-known brand which has pulled out of the UK, but its Terios is an often-underrated car that is surprisingly capable. It's narrow yet offers more room than rivals here, plus it has decent kit for the cash and is a better road car than Suzuki's Jimny.

It's also got a proper four-wheel-drive system and decent ground clearance. You can get hold of a 59-plate 1.5-litre petrol S with 55,000 miles for £4,900, but you'll have to seek out a specialist for parts.

THE RUGGED CHOICE



Suzuki Jimny

FOR: Capable off-road, cheap, dependable

AGAINST: Noisy, cramped and slow

FAST becoming an icon, the tough little Jimny has been on sale since 1998 with very few upgrades.

That means you'll have to live without some luxuries, space is tight and the road manners let it down. But this 4x4 is the most serious off-roader here, thanks to its low-range gearbox – ideal if you don't plan on venturing near many motorways.

A decent example is available fairly cheaply; a 67,000-mile, 58-reg 1.3 in top JLX+ trim is £4,250.

THE FUN CHOICE



Fiat Panda Cross

FOR: Fun styling, great off-road, solid cabin

AGAINST: Electrical issues, fairly gutless

UNLIKE the other models here, the Panda was converted from a city car to a rugged 4x4 by Fiat. It certainly has as much character as its rivals, yet offers a more conventional cabin and decent road abilities.

The ride is the least bouncy of the three, but the Panda can still keep up with both competitors when the going gets rough. While electrical niggles aren't uncommon, it's dependable enough. We found a 2010 top-spec 1.3 diesel with 59,000 miles for £4,995.

INTERIOR



YOU get decent leg and headroom for four in the Terios, although it doesn't feel as modern or solidly built as the Panda. The Daihatsu's restricted width means a lack of elbow space, but there is a usable boot.



THE Jimny's cabin has never been its strong point. It's built to a budget, and the dated switchgear, awkward driving position and complete lack of space make this little off-roader pretty impractical as an everyday car.



CLIMB inside and you'll see that the chunky exterior gives way to a traditional Panda cabin. While the Terios has a little more space, quality is better here and it's a bit easier to live with. The boot is pretty tiny, though.

RELIABILITY



ALTHOUGH the Terios never sold well enough to feature in our Driver Power survey, it should be very dependable as parts are borrowed from Toyota's old RAV4. Finding model-specific components could be an issue, however.



EXPECT the Suzuki to be trouble-free, and its separate chassis means it's built to take plenty of abuse. The low-rent interior might not last as long, yet at least you can treat it roughly without worrying too much.



THE Fiat is a little more complex than the other cars here, and the diesel engine will require more frequent servicing. It's mechanically sound, but some owners report power-steering failure and electrical gremlins.

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Auto Express says:

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Auto Express says:

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BILT HAMBER
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TOP FIVE First cars

Best buys Which of these small cars is the perfect choice for those buying their first car?

Skoda Citigo

Years: 2012 to date Best engine: 1.0-litre 3cyl, 74bhp
Insurance group: 2 Economy/CO₂: 67mpg/98g/km

WHY? While all three models in the VW Group city car trio impress, Skoda's Citigo makes the most sense as a first car. It has the edge over the Volkswagen up! and SEAT Mii due to its lower price, super-low running costs (with group two insurance) and strong showings in our Driver Power satisfaction surveys. It's also just been crowned our City Car of the Year for the fourth time in a row (see New Car Awards 2015, Page 47). Yet the Citigo, up! and Mii are all cheap to run and mix big-car refinement, quality and driving fun, plus space for four adults and even a decent boot. You might find rivals with more kit for the same money, but they won't be such a complete package.

From £8,210 (new)

**1st
NON-
MOVER**



Ford Fiesta

Years: 2013 to date Best engine: 1.0-litre 3cyl, 99bhp
Insurance group: 11 Economy/CO₂: 66mpg/99g/km

WHY? The Ford Fiesta has been a first car favourite for decades. It's not the cheapest or newest supermini, but it's the best to drive. Plus, it's comfortable, looks great and offers plenty of kit – including the optional MyKey, which lets worried parents restrict young drivers' top speeds. A great engine range offers something for everyone, but the 1.0-litre EcoBoost turbo is still our pick.

From £10,145 (new)

**2nd
NON-
MOVER**

Peugeot 208

Years: 2012 to date Best engine: 1.2-litre 3cyl, 82bhp
Insurance group: 8 Economy/CO₂: 63mpg/104g/km

WHY? Peugeot's 208 has received several updates for 2015 to keep it fresh, and it can hold its head high as one of the better cars in the supermini class. But the key appeal for first car buyers is Peugeot's deals, which often include free insurance and low-cost finance. The 208 doesn't ride and handle as well as a Fiesta, but it's good looking and features a roomy, well equipped cabin.

From £9,995 (new)

**3rd
RISER**



Hyundai i10

Years: 2014 to date Best engine: 1.0-litre 3cyl, 59bhp
Insurance group: 1 Economy/CO₂: 60mpg/108g/km

WHY? Although overshadowed by the brilliant Citigo, the Hyundai i10 is a capable first car in its own right. What it lacks in kerb appeal or pace it makes up for with an upmarket feel and group one insurance. The i10 is refined, solidly built and can seat five adults; plus, its excellent third-place finish in our Driver Power 2015 satisfaction survey shows owners love their cars.

From £8,595 (new)

**4th
NEW
ENTRY**

Kia Picanto

Years: 2011 to date Best engine: 1.0-litre 3cyl, 68bhp
Insurance group: 3 Economy/CO₂: 67mpg/99g/km

WHY? Another car that's been lightly tweaked for 2015, the Picanto is cheap to buy and run, and has proven dependable and easy to live with. Plus, all models benefit from the peace of mind of Kia's excellent seven-year warranty. Vague steering and a mediocre engine mean a Hyundai i10 is better to drive, but the Picanto still looks sharp and has plenty of character.

From £8,345 (new)

**5th
FALLER**



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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (£130/E130)
BAND F: 141-150g/km CO₂ (£145/E145)
BAND G: 151-165g/km CO₂ (£180/E180)
BAND H: 166-175g/km CO₂ (£295/E205)
BAND I: 166-185g/km CO₂ (£350/E225)
BAND J: 186-200g/km CO₂ (£490/E265)
BAND K: 201-225g/km CO₂ (£640/E290)
BAND L: 226-255g/km CO₂ (£870/E490)
BAND M: Over 255g/km CO₂ (£1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/unlimited miles

500 - 3657x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: 87th

1.4 T-Jet 500	G	43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	G	48.7	6.7	155	28	£19890
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£22990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	£17910
875cc TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
875cc TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
875cc TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT D'ctive	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) T'ogio Verde	D	52.3	7.3	124	27	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 4351x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20570
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT T'ogio Verde	G	40.4	6.0	162	25	£28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
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4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	52.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£45950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£46950

D5 - 4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 5092x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 4651x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 5
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5 SR	N/A	2.6	N/A	N/A	N/A	£48800

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380-4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135537
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DB9 Volante: add £10000

Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/unlimited miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18685
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23905
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	N/A	£20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24845
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	£30940
2.5 TFSI (367) quattro RS3 Sp'back	J	34.8	4.3	189	N/A	£39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add

£1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605

to 1.8 TFSI S tronic, £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150),

£2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3

Saloon: add £1545, A3 Cabriolet: add £3360, SE Technik: add £750

to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701x4716x1826mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 151st

1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26	£31180
2.0 TDIe (136) SE	C	64.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22	£29620
2.0 TFSI (225) quat S tronic SE Tech	G	40.4	6.9	155	31	£32945
3.0 TDI quattro S tronic S line	F	49.6	6.1	149	33	£38215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	36	£39610
4.2 V8 FSI quat S tronic RS4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDIe, A4

Avant: add £1200-£1315, S line: add £2355 to SE, Black Edition

Plus: add £1250 to S line, S4 Black: add £1075 to S4

A5 Sportback - 4712x4718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: 26th

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
2.0 TFSI quattro SE Sdr	G	41.5	7.1	159	29	£33260
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	24	£28545
2.0 TDI (177) Sdr	C	60.1	8.5	120	28	£29050
2.0 TDI (150) multitronic Sdr	D	58.9	9.4	127	24	£30100
2.0 TDI ultra (136) SE Sdr	B	67.3	9.5	109	24	£30315
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	£30820
2.0 TDI (150) multitronic SE Sdr	D	58.9	9.4	127	24	£31870
3.0 TDI (204) multitronic S line Sdr	D	57.6	7.1	129	30	£37410
3.0 TDI (245) quat S tronic S line Sdr	G	48.7	6.2	152	34	£40395

The new
BMW 1 Series

bmw.co.uk

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BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23
Warranty: 3 years/unlimited milesFlying Spur - 5299x1924mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645

Continental GT-C: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited milesi3 - 3999x1775mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 101st

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 118i SE 3dr	D	52.3	8.5	125	18	£20245
1.6 118i Sport 3dr	D	52.3	8.5	125	18	£21245
1.6 120i Sport 3dr	E	48.7	7.4	136	21	£23295
2.0 125i M Sport 3dr	J	42.2	6.4	157	28	£26375
3.0 M135i 3dr	J	35.3	5.1	188	37	£31195
1.5 116d ED 3dr	A	83.1	10.4	89	15	£20300
2.0 118d SE 3dr	B	70.6	8.3	104	19	£23325
2.0 118d Sport 3dr	B	70.6	8.3	104	19	£23325
2.0 120d Sport 3dr	C	65.7	7.1	114	24	£24775
2.0 auto 125d M Sport 3dr	D	61.4	6.3	121	30	£29800

Auto: add £1490-£1685, Sdr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 51st

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d SE	D	57.6	6.8	129	35	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£38460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	39	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0TT M3	K	32.1	4.3	204	45	£56590

Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, M Sport: add £500 to Luxury

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A
DRIVER POWER POS: 51st

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 320i SE	G	42.2	7.9	155	31	£29905
2.0 320i Luxury	G	42.2	7.9	155	31	£31905
2.0 328i SE	G	41.5	6.1	157	35	£33105
2.0 328i Luxury	G	41.5	6.1	157	35	£35105
3.0 335i Luxury	J	34.9	5.7	189	38	£40565
3.0 318d SE	D	61.4	9.7	122	24	£31275
3.0 318d SE	D	61.4	9.7	122	24	£33275
3.0 320d SE	D	57.6	8.0	130	30	£32375
3.0 320d SE	D	57.6	8.0	130	30	£34375
3.0 325d SE	E	54.3	7.1	136	34	£34305
3.0 325d SE	E	54.3	7.1	136	34	£36305
3.0 auto 330d SE	E	54.3	5.7	137	40	£37705
3.0 auto 330d SE	E	54.3	5.7	137	40	£39705
3.0 auto 335d xDrive SE	F	49.6	4.9	149	42	£44120

Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907-4998x1860-1901mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 47th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i SE	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i SE	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£33265
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d SE	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8TT DCT M5	L	28.5	4.3	232	49	£74835
4.4 V8TT DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890

Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

Eco band
MPG
0-60mph
CO₂
Insurance group
List price5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A
DRIVER POWER POS: 47th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 auto 520d SE	F	51.4	8.9	144	33	£38045
2.0 auto 520d Luxury	F	51.4	8.9	144	34	£40845
3.0 auto 530d SE	G	48.7	6.2	153	43	£46965
3.0 auto 530d SE	G	48.7	6.2	153	44	£48965
3.0 auto 535i SE	J	34.4	6.1	192	44	£49465
3.0 auto 535d SE	J	34.4	6.1	192	44	£51465
4.4 V8 auto 550i SE	K	30.7	5.0	214	46	£59515

M Sport: same price as 520d SE, add £800 to 530d, 535i, 535d SE, add £950 to 550i SE

7 Series - 5072-5212x1902mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515
6.0 V12 auto 760i SE	M	21.1	4.6	314	50	£102015

Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.8	99	11	£23410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 100th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 xDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 xDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 xDrive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

Z4 - 4239x4244x1790mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 Drive18i	G	41.5	7.9	159	38	£27740
2.0 Drive20i	G	41.5	6.9	159	38	£29840
2.0 Drive28i M Sport	G	40.1	5.7	159	40	£37380
3.0 Drive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT Drive35i	K	31.4	4.8	210	43	£45950

Auto: add £1890, M Sport: add £3885 to 18i, £1365 to 20i models

6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176	47	£60630
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£92350

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

i8 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 Tt/eDrive auto i8	A	113.0	4.4	59	50	£99895
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CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven - 3100x3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

660ccT 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A
Warranty: 5 years/100000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
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Auto: add £1500, Convertible: add £5000

Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£12216
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C1 - 3466x1884mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.9	13.4	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Aircase: add £160 to select models

C3 - 3941x1728mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	98	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	B	74.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG auto: add £620 to e-HDi (90) Exclusive

DS3 - 3948x3962x1715-1717mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 67th

1.2 PureTech (82) DSign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DStyle	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) DStyle	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), DStyle: £900 less than DStyle

C4 - 4329x1789mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	A	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

DS 4 - 4275x1810mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 123rd

1.6 e-HDi (115) DSign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£21975
1.6 VTI (120) DSign	F	46.0	12.2	144	14	£17855
1.6 THP (200) DStyle	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	F	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DStyle	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

CS - 4779x1860mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 112th

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

DS 5 - 4530x1871mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 106th

1.6 BlueHDi (120) DStyle	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	E	68.9	8.3	107	27	£31600
1.6 THP (200) DStyle	G	42.2	8.5	155	27	£28920
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DStyle	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DStyle	E	68.9	8.3	102	28	£33700

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

Berlino Multipace - 4380x1810mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 126th

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 108th

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

C4 Picasso - 4428x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	B	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	B	67.3	12.9	110	15	£19710
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR+	B	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusives: add £2400 to Exclusive

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	A	67.3	12.9	98	15	£20850
1.6 VTI (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	B	67.3	12.9	105	15	£22110
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£22710
1.6 e-HDi (115) VTR+	B	70.6	11.8	104	18	£22210
1.6 THP (165) Exclusive	D	50.4	8.7	130	20	£24370
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24710

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusives: add £2400 to Exclusive

DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127
Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£3995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Sandero Stepway - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

0.9 Tce (90) Ambiance	D	52.3	11.1	
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B-MAX - 4077x1751mm EURO-NCAP★★★★★ DRIVER POWER POS: 128th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 (90) Studio	E 47.1	13.8	139	7	£13095
1.4 (90) Zetec	E 47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C 55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C 57.7	11.2	114	12	£16095
1.6T (105) Powershift Zetec	F 44.1	12.1	149	10	£16595
1.5 TDCI (75) Zetec	B 68.9	16.5	109	8	£16295
1.6 TDCI (95) Zetec	B 70.6	13.9	104	11	£16795

Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCI), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX - 4380x1828mm EURO-NCAP★★★★★ DRIVER POWER POS: 80th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 Ti-VCT (105) Zetec	F 44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C 55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C 55.4	11.4	117	13	£18650
1.6 TDCI (115) Zetec	C 62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C 55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C 55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F 45.6	9.4	144	19	£20855
1.6 TDCI (115) Titanium	C 62.8	8.5	117	16	£20850
2.0 TDCI (140) Titanium	D 57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F 45.6	8.5	144	19	£23605
2.0 TDCI (163) Titanium X	D 57.7	8.6	129	20	£24225

Auto: add £1375 to 2.0 TDCI, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCI Titanium

Grand C-MAX - 4520x1828mm EURO-NCAP★★★★★ DRIVER POWER POS: 80th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 Ti-VCT (105) Zetec	F 44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C 55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C 55.4	11.4	117	13	£20245
1.6 TDCI (115) Zetec	C 62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C 55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C 55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F 45.6	9.4	144	19	£22250
1.6 TDCI (115) Titanium	C 62.8	11.3	117	16	£22045
2.0 TDCI (140) Titanium	D 57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F 45.6	8.5	144	19	£24995
2.0 TDCI (163) Titanium X	D 57.7	8.6	129	20	£25620
2.0 TDCI (140) Zetec	C 55.4	10.1	134	20	£21950

Auto: add £1375 to 2.0 TDCI, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCI Titanium

5-MAX - EURO-NCAP N/A DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 EcoBoost (160) Zetec	F 43.5	9.9	149	N/A	£24545
2.0 TDCI (120) Zetec	D 56.5	13.4	129	N/A	£25245
2.0 TDCI (150) Zetec	D 56.5	10.8	129	N/A	£25995
1.5 EcoBoost (160) Titanium	F 43.5	9.9	149	N/A	£26245
2.0 TDCI (150) Titanium	D 56.5	10.8	129	N/A	£27695
2.0 TDCI (180) Titanium	D 56.5	9.7	129	N/A	£28445
2.0 EcoBoost (240) auto Titanium	I 35.8	8.4	180	N/A	£31300
2.0 TDCI (210) auto Titanium Sport	F 51.4	8.8	144	N/A	£32260
2.0 TDCI (180) auto 4WD Titanium Spt	F 48.7	10.5	149	N/A	£32945

Auto: add £1550 to 2.0 TDCI (150) and (180), 4WD: add £1500 to 2.0 TDCI (150), Titanium Spt: add £1490 to 2.0 TDCI (180) Titanium

Galaxy - EURO-NCAP N/A DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 EcoBoost (160) Zetec	F 43.5	10.0	149	N/A	£26445
2.0 TDCI (120) Zetec	D 56.5	13.6	129	N/A	£27595
2.0 TDCI (150) Zetec	D 56.5	10.9	129	N/A	£28345
1.5 EcoBoost (160) Titanium	F 43.5	10.0	149	N/A	£28595
2.0 TDCI (150) Titanium	D 56.5	10.9	129	N/A	£29995
2.0 TDCI (180) Titanium	D 56.5	9.8	129	N/A	£30795
2.0 EcoBoost (240) auto Titanium X	I 50.0	8.6	180	N/A	£35205
2.0 TDCI (210) auto Titanium X	F 51.4	8.8	144	N/A	£35205

Auto: add £1550 to 2.0 TDCI (not 120), 4WD: add £1550 to 2.0 TDCI (150) Titanium, add £1365 to 2.0 TDCI (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4010x1765mm EURO-NCAP★★★★★ DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 (112) Titanium	F 44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D 53.3	12.7	125	11	£15995
1.5 TDCI (81) Titanium	C 61.4	14.0	120	9	£16495

Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium

Range - 5359x1850mm EURO-NCAP★★★★★ DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2 TDCI (125) Double Cab	J 37.2	14.9	199	13	£22959
2.2 TDCI (150) Double Cab XL	K 36.2	12.3	206	11	£23649
2.2 TDCI (150) Double Cab Limited	K 36.2	12.3	206	11	£25449
3.2 TDCI (200) Double Cab Limited	M 29.1	10.3	256	12	£28949
3.2 TDCI (200) Double Cab Wildtrak	M 29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCI Limited and 3.2 TDCI Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm EURO-NCAP N/A DRIVER POWER POS: 110th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5T (150) EcoBoost Zetec FWD	G 42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I 36.7	9.7	179	21	£25145
2.0 TDCI (150) Zetec FWD	E 53.3	10.6	139	20	£22695
2.0 TDCI (150) Zetec AWD	G 47.9	10.7	154	21	£24195
2.0 TDCI (180) Titanium AWD	G 47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCI AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCI (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm EURO-NCAP N/A DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.3T EcoBoost Fastback	I 35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M 20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54
Warranty: 6 years/125000 miles

Steed - 5040x1800mm EURO-NCAP N/A DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (139) S Double Cab	L 32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L 32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L 32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/60000 miles

Jazz - 3900x1695mm EURO-NCAP★★★★★ DRIVER POWER POS: 84th

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 i-VTEC S	D 53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D 52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B 63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B 63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B 63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D 51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D 50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D 51.0	11.5	128	16	£14995

Auto: add £1100 to 1.4, T-spec: add £995 to 5, SE, ES, EX, EXL and iMA

Civic - 4300x1770mm EURO-NCAP★★★★★ DRIVER POWER POS: 41st

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 i-VTEC S	D 52.3	13.4	129	8	£15975
1.8 i-VTEC S	E 48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F 46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F 46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F 46.3	9.1	145	17	£19615
1.6 i-DTEC S	A 78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A 78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A 76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A 78.5	10.5	94	18	£23140
2.0 i-VTEC Type R	H 38.7	5.7	170	33	£29975
2.0 i-VTEC Type R GT	H 38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to 5, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

CR-V - 4570x1820mm EURO-NCAP★★★★★ DRIVER POWER POS: 21st

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 i-VTEC S 2WD	H 39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H 38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I 37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I 37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C 64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C 62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D 57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E 55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E 55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm EURO-NCAP★★★★★ DRIVER POWER POS: 3rd

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 S	B 60.1	14.9	108	1	£8595
1.0 S Air	B 60.1	14.9	108	1	£9260
1.0 SE	B 60.1	14.9	108	1	£9660
1.2 SE	C 57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A 65.7	15.1	98	1	£9910
1.0 Premium	B 60.1	14.9	108	1	£10360
1.2 Premium	C 57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm EURO-NCAP★★★★★ DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), 5 Air: add £750 to 5, Premium SE: add						
£1000 to Premium, 120 Coupe: same price as 1.4 CRDi (1.2 SE and 1.4						
CRDi (90) only), 120 Coupe Sport: same price as 1.4 CRDi Premium						
(1.2 SE and 1.4 CRDi (90) only)						

Panorama: add £800 to Premium

Santa Fe - 4690x1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G 47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G 46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G 46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G 46.3	9.8	159	20	£33720

Auto: add £1705 to 4WD models, Seven seats: add £1200

Genesis - 4990x1890mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M 25.2	6.5	261	42	£47995
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INFINITIwww.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles**Q50 - 4790-4800x1820mm, EURO-NCAP ★★★★★**
DRIVER POWER POS: N/A

2.2d Q50 SE	C 64.2	8.5	114	39	£27950
2.2d Q50 Premium	C 64.2	8.5	114	40	£30350
2.2d Q50 Sport	C 64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F 45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G 41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M 24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L 26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L 26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L 26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F 45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D 57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D 57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L 27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635-4645x1800mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0d V6 auto QX50	K 33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K 33.2	7.9	224	46	£36963
3.7 V6 auto QX50 GT	M 25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K 32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K 32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M 23.0	6.8	282	50	£45255
3.7 V6 auto QX70S	M 23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M 22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZUwww.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles**D-Max - 5295x1860mm, EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.5D Elger Double Cab	J 38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J 38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J 38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J 38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUARwww.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles**XE - 4672x1850mm, EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.0d (163) SE	A 75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A 75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A 75.0	7.9	99	24	£32975
2.0d (180) SE	B 67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B 67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B 67.3	7.4	109	27	£33675
2.0i (200) auto SE	I 37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I 37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I 37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	I 37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	J 34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4954x1987mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0d (163) Prestige	B 71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B 71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B 71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C 65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C 65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C 65.7	7.5	114	N/A	£37300
3.0d (200) V6 auto S	F 51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J 34.0	5.1	198	N/A	£49950

Auto: add £1750

XJ - 5122-5247x1894mm, EURO-NCAP N/A
DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F 49.6	5.9	149	48	£58690
3.0d V6 auto Premium Luxury	F 49.6	5.9	149	48	£62690
3.0d V6 auto Portfolio	F 49.6	5.9	149	49	£69725
3.0d V6 auto R-Sport	F 49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K 31.0	5.7	224	49	£71485
3.0 V6 S/C auto R-Sport	K 31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiog	M 25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M 25.5	4.4	264	50	£92405

Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0D R-Sport

F-Type - 4470x1923mm, EURO-NCAP N/A
DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L 28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L 28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L 26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R,

Convertible: add £5485 to all models

JEEPwww.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73
Warranty: 3 years/60000 miles**Renegade - 4236x1805mm, EURO-NCAP N/A**
DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F 47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F 47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C 61.4	10.2	120	13	£18695
1.4T Multiair (140) Longitude	E 47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C 61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E 55.4	9.5	134	15	£22795
2.0 M'jet (170) auto 4WD Low Ltd	G 48.7	8.9	151	15	£26595
2.0 M'jet (170) auto 4WD Trailhawk	G 48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K 34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K 34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K 34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K 34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Cherokee - 4623x1859mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E 53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F 50.4	12.0	147	26	£27495
2.0 M'jet (170) Ltude 4x4 auto	G 48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K 29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A
DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J 37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J 37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J 37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J 37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J 37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SR78	M 20.2	5.0	327	50	£60720

KIAwww.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles**Picanto - 3595x1595mm, EURO-NCAP ★★★★★**
DRIVER POWER POS: 125th

1.0 1.3dr	A 67.3	13.9	99	3	£8345
1.0 1.2 5dr	A 67.3	13.9	99	5	£10145
1.25 1.5 5dr	A 65.7	11.0	100	9	£10745
1.25 3 5dr	B 62.8	11.0	106	10	£11745
1.25 4 5dr	B 62.8	11.0	106	12	£12295

Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 59th

1.1 CRDi ISG 1 5dr	A 85.6	16.1	86	2	£12245
1.1 CRDi ISG 2 5dr	A 78.5	15.9	94	2	£14145
1.25 1 5dr	C 56.5	12.6	115	2	£10945
1.25 2 5dr	C 56.5	12.6	115	3	£12845
1.4 ISG 2 5dr	C 56.5	11.0	114	7	£13645
1.4 ISG 3 5dr	C 56.5	11.0	114	7	£15045
1.4 CRDi ISG 2 5dr	A 74.3	13.4	98	6	£14745
1.4 CRDi ISG 3 5dr	A 74.3	13.4	98	7	£16145
1.4 CRDi ISG 4 5dr	A 74.3	13.4	98	7	£17445

Auto: add £900 to 1.4 2 & 3 5dr, Rio 3dr: £600 less than 5dr (not Rio 4), SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

Soul - 4140x1800mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.6 GDI Start	G 41.5	10.6	158	9	£12600
1.6 GDI Connect	G 41.5	10.6	158	10	£14800
1.6 CRDi Connect	E 56.5	10.5	132	9	£16400
1.6 GDI Mixx	H 38.7	10.6	170	11	£18150
1.6 CRDi Mixx	D 56.5	10.8	132	10	£19750
81.4kW Soul EV	N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDi (not Mixx), Connect Plus: add £1100 to Connect, Mixx: add £1000 to Mixx

Cee'd - 4260-4310x1790mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 38th

1.4 1.5dr	E	47.1	12.4	139	7	£14605
1.4 CRDi 1 5dr	B	68.9	13.0	109	6	£15895
1.6 CRDi 1 ISG 5dr	A	76.3	11.5	97	12	£16495
1.4 2.5dr	F	46.3	12.4	143	8	£16605
1.6 GDI 2 ISG 5dr	D	52.3	9.8	124	12	£17395
1.6 CRDi 2 ISG 5dr	A	74.3	11.5	100	13	£18495
1.6 GDI 3 ISG 5dr	D	52.3	9.8	124	12	£19195
1.6 CRDi 3 ISG 5dr	A	74.3	11.5	100	13	£20295
1.6 GDI 4 Tech ISG 5dr	F	47.1	9.5	137	13	£23795
1.6 CRDi 4 ISG 5dr	F	65.7	10.5	112	14	£21895
1.4 pro. cee'd VR7 3dr	E	47.1	12.4	139	9	£14700
1.6 GDI pro. cee'd S ISG 3dr	D	52.3	9.8	124	14	£17695
1.6 CRDi pro. cee'd S ISG 3dr	A	74.3	11.5	100	13	£18795
1.6 GDI pro. cee'd SE ISG 3dr	E	47.1	9.5	137	15	£19705
1.6 CRDi pro. cee'd SE ISG 3dr	C	65.7	10.5	112	13	£20795
1.6 T-GDI pro. cee'd GT 3dr	H	38.2	7.4	171	29	£21900
1.6 T-GDI pro. cee'd GT Tech 3dr	H	38.2	7.4	171	30	£22700

Auto: add £1310 to 1.6 GDI 3 and 4, add £1810 to 1.6 CRDi 2, 2 CRDi 4, add £500 to pro. cee'd GT, Sportswagon: add £2200, VR7: add £595 to 1.4 and 1.4 CRDi, cee'd 1.5i, Tech: add £1200 to 1.6 CRDi SE

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

188 CEA	L80 DEH	K88 GCS	OX04 HAR	J12 HSA	R666 JSR	J70 LLW	N90 MLH	M70 PGM
800 CEB	L99 DEJ	J55 GCW	N80 HAW	J12 HSC	P333 JSS	LLZ 292	J19 MLJ	P77 PGP

70 CER	T18 DER	J60 GDG	N7 HDB	N5 HJ1	M80 JTC	R21 LMJ	K20 MLK	K805 PJB
K16 CEJ	R21 DEW	J60 GDJ	L9 HBC	L60 HSL	K60 JTD	J400 LMH	N222 MLS	RCS5 PJC
R27 CEL	R21 DEX	L88 GDL	J6 HBD	M40 HSM	K60 JTG	K88 LMJ	N77 MLW	R21 PJG

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Tel: 01380 818181 www.elitereg.co.uk

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

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188 CEA 000 CEB 000 CEC 000 CED 070 CEE 070 CEF 070 CEG 070 CEH 070 CEI 070 CEJ 070 CEK 070 CEL 070 CEM 070 CEN 070 CEO 070 CEP 070 CER 070 CES 070 CET 070 CEU 070 CEV 070 CEW 070 CEX 070 CEY 070 CEZ	L80 DEH L80 DEI L80 DEJ L80 DEK L80 DEL L80 DEM L80 DEN L80 DEO L80 DEP L80 DER L80 DES L80 DET L80 DEU L80 DEV L80 DEW L80 DEY L80 DEZ	K88 GCG K88 GCH K88 GCI K88 GCJ K88 GCK K88 GCL K88 GCM K88 GCN K88 GCO K88 GCP K88 GCR K88 GCS K88 GCT K88 GCU K88 GCV K88 GCW K88 GCX K88 GCY K88 GCZ	X04 HAH X04 HAI X04 HAJ X04 HAK X04 HAL X04 HAM X04 HAN X04 HAO X04 HAP X04 HAR X04 HAS X04 HAT X04 HAU X04 HAV X04 HAW X04 HAX X04 HAY X04 HAZ	J12 HSA J12 HSC J12 HSD J12 HSE J12 HSF J12 HSG J12 HSH J12 HSI J12 HSJ J12 HSK J12 HSL J12 HSM J12 HSN J12 HSO J12 HSP J12 HSR J12 HSS J12 HST J12 HSU	R666 RSR R666 RST R666 RSV R666 RSW R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST R666 RST	770 LLW 770 LLX 770 LLY 770 LLZ 770 LLA 770 LLB 770 LLC 770 LLD 770 LLE 770 LLF 770 LLG 770 LLH 770 LLI 770 LLJ 770 LLK 770 LLL 770 LLM 770 LLN 770 LLO 770 LLP	N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML N90 MML	M70 MGG M70 MGH M70 MGI M70 MGJ M70 MGK M70 MGL M70 MGM M70 MGN M70 MGO M70 MGP M70 MGR M70 MGS M70 MGT M70 MGU M70 MGW M70 MGX M70 MGZ
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ALL PRICED AT £250

+VAT + £80 DTF fee

3.0 V6Tt auto S	L	27.2	5.0	242	N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49160
Quattroporte - 526x1948mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6 auto Diesel	G	45.6	6.4	163	5.0	£69235
3.0 V6Tt auto S	L	27.2	5.1	242	5.0	£80115
3.8 V8 auto GT5	M	23.9	4.7	274	5.0	£108185
GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.2 V8 auto	M	19.8	5.2	330	5.0	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	5.0	£101135
4.7 V8 Sport	M	18.2	4.7	360	5.0	£94140
GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.7 V8 auto	M	19.5	5.3	337	5.0	£98940
4.7 V8 auto MC	M	19.5	4.9	337	5.0	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	5.0	£107935
MAZDA						
www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170						
Warranty: 3 years/60000 miles						
2 - 4060x1695mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£16995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995
Auto: add £1200 to 1.5 (90)						
3 - 4465x1759mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 39th						
1.5 (100) SE 5dr	C	55.4	10.8	119	13	£16995
2.0 (120) SE 5dr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav 5dr	C	55.4	8.9	118	20	£20195
2.0 (165) Sport Nav 5dr	E	48.7	8.2	135	22	£21920
2.2D (150) SE 5dr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav 5dr	D	72.4	8.1	107	24	£22545
Auto: add £1200 to 2.0 (120) and 2.2D, Fastback: same price as 5dr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)						
6 - 4870x1840mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 49th						
2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22195
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£25995
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800 to £1000 (not 2.0 (145)), SE-L: add £800 to SE						
5 - 4585x1750mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0D Sport Venture	E	40.9	11.0	159	15	£20495
CX-3 - 427						

1.5 180 CDI Eco SE

A

78.5

11.6

94

15

E22575

1.5 180 CDI SE

B

68.9

11.6

108

15

E22575

2.1 180 CDI

C

65.7

9.9

111

19

E23650

2.1 180 CDI Sport

B

67.3

8.3

109

20

E27125

Auto: add £1450, AMG Sport: add £725 to petrol SE, £595 to 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP

★★★★★

DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport

C

64.2

9.4

117

25

E26925

2.1 auto CLA 220 CDI Sport

C

62.8

8.2

117

28

E29775

1.6 CLA 180 Sport

D

50.4

9.3

130

26

E24775

1.6 CLA 250 4MATIC AMG Sp

G

42.8

6.6

154

35

E33400

2.0T auto CLA 45 AMG

G

39.8

4.6

161

45

E42270

Auto: add £1450, AMG Sport: add £2200 to Sport models, Shooting Brake: add £850-£980

C-Class - 4686x1810mm, EURO-NCAP

★★★★★

DRIVER POWER POS: 42nd

2.0 C 200 AMG Line

D

51.4

7.5

128

31

E30760

2.0 auto C 200 AMG Line

D

51.4

7.3

127

32

E32260

2.0 C 200 BlueTEC AMG Line

B

72.4

9.7

106

26

E32745

2.0 C 200 BlueTEC SE

B

72.4

9.7

102

25

E28985

2.0 C 200 SE

D

53.3

7.5

123

29

E22720

2.1 C 220 BlueTEC AMG Line

B

68.9

7.7

106

31

E33270

2.1 C 220 BlueTEC SE

E

70.6

7.7

103

29

E29780

2.1 auto C 220 BlueTEC AMG Line

C

64.2

7.4

113

31

E34770

2.1 auto C 250 BlueTEC AMG Line

C

64.2

6.6

113

37

E35925

2.1 auto C 250 BlueTEC SE

B

65.7

6.6

109

35

E32435

2.1 auto C 300 BlueTEC Hyb AMG L

A

78.5

6.4

99

37

E30535

2.1 auto C 300 BlueTEC Hybrid SE

A

78.5

6.4

99

36

E30535

4.0T auto AMG C 63

J

34.5

4.1

192

47

E59795

4.0T auto AMG C 63 S

J

34.5

4.0

192

48

E66545

Auto: add £1500, SE Executive: add £995 to SE (not C200 BlueTEC), Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP

★★★★★

DRIVER POWER POS: 61st

2.0 auto E 200 AMG Line

F

46.3

7.9

142

40

E36850

2.0 auto E 200 SE

F

47.9

7.9

138

43

E34340

2.1 auto E 220 BlueTEC AMG Line

D

57.7

8.3

128

39

E36765

2.1 auto E 220 BlueTEC SE

D

64.2

8.3

116

38

E34270

2.0 auto E 250 AMG Line

F

46.3

7.4

142

41

E37980

2.0 auto E 250 SE

F

47.9

7.4

138

41

E35470

2.1 auto E 250 CDI AMG Line

E

55.4

7.5

134

43

E39445

2.1 auto E 250 CDI SE

E

57.7

7.5

129

41

E36820

2.1 auto E 300 B7EC Hybrid AMG L

B

67.3

7.1

110

45

E42375

2.1 auto E 300 B7EC Hybrid SE

B

68.9

7.1

109

43

E39880

2.0 auto E 350 BlueTEC AMG Line

E

53.3

6.4

139

46

E41210

5.5 B7MT MCT E 63 AMG L

L

28.8

4.2

230

47

E74115

5.5 B7MT MCT E 63 AMG S

L

28.5

4.1

232

49

E84110

Auto: add £1520 to E220 CDI, Estate: add £1790-£1915, Premium: add £2695 to SE/AMG Line, Premium Plus: add £1200 to Premium

CLS-Class - 4940x1881mm, EURO-NCAP

N/A

DRIVER POWER POS: N/A

2.2 auto CLS 220 B7EC AMG Line

D

56.5

8.5

129

43

E46500

3.0 auto CLS 350 B7EC AMG Line

F

52.3

6.5

142

48

E49950

3.5 auto CLS 400 AMG Line

L

38.7

5.3

170

47

E55850

5.5 B7MT auto CLS 63 AMG S

L

28.5

4.1

231

50

E86500

Premium: add £2395 to BlueTEC, Premium Plus: add £1200 to Premium, Shooting Brake: add £1450 to CLS 220, £1450 to CLS 350, £500 to CLS 63 AMG S

S-Class - 5116-5453x1899mm, EURO-NCAP

N/A

DRIVER POWER POS: N/A

2.1 auto S 300 BlueTEC Hyb L AMG LC

F

51.4

7.6

120

50

E72260

3.0 auto S 350 BlueTEC SE Line L

F

51.4

6.8

146

49

E66910

3.0 auto S 350 BlueTEC AMG Line

F

51.4

6.8

151

50

E67940

3.5 auto S 400 Hybrid SE Line L

F

44.8

6.8

147

49

E70940

3.0 auto S 500 Plug-in AMG Line L

F

40.0

9.5

65

49

E82965

4.6 V8 auto S 500 AMG Line L

K

31.7

4.8

207

50

E88400

6.0 V12 auto S 600 AMG Line L

M

25.5

4.6

259

50

E140625

6.0 V12 auto S 600 Maybach L

M

24.1

5.0

237

50

E165710

5.5 B7MT auto S 63 AMG L

L

28.0

4.4

274

50

E119845

6.0 V12T auto S 65 AMG L

M

23.7

4.3

279

50

E179995

Long wheelbase: add £3000 to S 350 BlueTEC AMG Line, AMG Line L: add £3995 to S 400 Hybrid SE Line L

Citan - 4321-4705x1829mm, EURO-NCAP

★★★☆☆

DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long

C

65.7

N/A

112

7

E19948

1.5 109 CDI Traveliner Long

C

65.7

N/A

112

9

E20284

1.5 111 CDI Traveliner Long

D

64.2

N/A

123

14

E22102

1.2 112 Traveliner

E

46.3

N/A

140

12

E19666

Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895-5370x1928mm, EURO-NCAP

N/A

DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE

G

45.6

11.8

163

31

E41845

2.1 auto V250 BlueTEC SE

H

44.8

9.1

166

33

E43520

2.1 auto V220 BlueTEC Sport

G

45.6

11.8

163

33

E44340

2.1 auto V250 BlueTEC Sport

H

44.8

9.1

166

37

E46015

Extra Long: add £1535

GLA-Class - 4417x1804mm, EURO-NCAP

★★★★★

DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport

C

62.8

10.0

119

25

E26265

2.1 auto GLA 220 CDI 4MATIC Spt

E

55.4

8.3

132

28

E30775

2.0T auto GLA 250 4MATIC Sport

G

42.8

7.1

154

33

E30330

2.0T auto GLA 45 AMG

H

37.7

4.8

175

44

E44595

Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

M-Class - 4804x1926mm, EURO-NCAP

★★★★★

DRIVER POWER POS: N/A

2.1 auto ML 250 BlueTEC SE Exec

G

46.3

9.0

154

38

E48190

3.0 auto ML 350 BlueTEC SE Exec

J

39.2

7.4

179

43

E51235

5.5 B7MT auto ML 63 AMG

M

23.9

4.8

276

50

E86995

AMG Line: add £2660 to SE Executive

GL-Class - 5141x1982mm, EURO-NCAP

N/A

DRIVER POWER POS: N/A

2.1 auto GL 200 CDI Sport

C

62.8

10.0

119

25

E26265

2.1 auto GLA 220 CDI 4MATIC Spt

E

55.4

8.3

132

28

E30775

2.0T auto GLA 250 4MATIC Sport

G

42.8

7.1

154

33

E30330

2.0T auto GLA 45 AMG

H

37.7

4.8

175

44

E44595

Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

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Special Issue **121**

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V8T auto G 63 AMG	M	20.5	5.4	322	50	£129655

C-Class Coupe - 4590x1770mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 121st

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495

Auto: add £1500

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: 61st

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96190
5.5 V8T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

SLK-Class - 4134x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£55345

Auto: add £1520 to SLK 200, add £1410 to SLK 250

SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles

MG3 - 4018x1729mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 10th

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, EURO-NCAP N/A DRIVER POWER POS: 28th

1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119	N/A	£13995
1.9 DTI-TECH TS 5dr	C	61.4	8.4	119	N/A	£16195
1.9 DTI-TECH TL 5dr	C	61.4	8.4	119	N/A	£17995

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 9th

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	58.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	N/A	£23050

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/DJCW)

Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 145th

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.1	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 113th

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610

1.6T ALL4 John Cooper Works H 38.2 7.0 172 33 £28870 Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 145th

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 145th

1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S/SD

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles

Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.0 Mivec 1	A	67.3	13.6	96	15	£8999
1.2 Mivec 2	A	68.9	11.7	96	18	£10999
1.2 Mivec 3	A	65.7	11.7	100	18	£11999
1.2 Mivec auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 95th

1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28249	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£32849	
2.0 Hybrid auto GX4hs PHEV	A	148.011.0	44	24	£34999	
Auto; add £1400 to GX4						

Auto: add £1400 to GX4

L200 - 5005x1855x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£33430

Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385x4900x1875mm, EURO-NCAP N/A DRIVER POWER POS: 81st

3.2 Di-DC SWB SG2	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB SG2	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB SG4	K	33.2	11.1	224	34	£36799

Auto: add £1685 to SG2/Warrior

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630-1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	26.8	5.5	230	N/A	£45990
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£126900

Manual: no cost option

NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
Warranty: 3 years/60000 miles

Micra - 3780x1675mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11945
1.2 (80) Tekna	C	56.5	13.7	115	5	£13245
1.2 DIG-S (98) Visia	A	65.7	11.3	99	8	£12045
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	9	£13045
1.2 DIG-S (98) Tekna	A	65.7	11.3	99	8	£14445

Auto: add £1000 to 1.2 Acenta/Visia, DIG-S Tekna

Note - 4100x1690mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 143rd

1.2 (80) Visia	B	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DIG-S (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna	A	65.7	11.7	99	10	£16470

1.5 dCi (90) Tekna A 78.5 11.9 95 9 £17370 Auto: add £1000 to DIG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to Acenta Premium

Julie - 4135x1765mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.6 Visia	E	56.5	12.0	138	8	£13620
1.5 dCi (110) Visia	B	70.6	11.2	104	11	£15520
1.2 DIG-T (115) Acenta	D	50.4	10.8	129	11	£15320
1.6 Xtronic Acenta	F	44.8	11.5	145	10	£16320
1.5 dCi (110) Acenta	B	70.6	11.2	104	12	£16715
1.6 DIG-T (190) Acenta Premium	G	38.2	8.4	169	19	£17350
1.6 DIG-T (190) 4WD Xtrn Acp Prrn	H	38.2	8.4	169	19	£20350
1.2 DIG-T (115) Tekna	D	50.4	10.8	129	11	£15320
1.6 Xtronic Tekna	F	44.8	11.5	145	10	£18770
1.5 dCi (110) Tekna	B	70.6	11.2	104	12	£19165
1.6 DIG-T (190) Tekna	G	38.2	8.4	169	19	£20350
1.6 DIG-T (190) 4WD Xtronic Tekna	H	38.2	8.4	169	19	£24100
1.6 DIG-T (118) 4WD Xtronic RS	E	56.5	12.0	138	8	£21650
1.6 DIG-T (118) 4WD Xtronic Acenta	H	38.2	8.0	169	20	£23750

Auto, add £1000; 1.6 (1170). Acenta Premium; add £1100 to Acenta Premium.

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audi.co.uk/offers

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Official fuel consumption figures for the Audi A4 Saloon SE Technik 2.0 TDI ultra 163PS manual in mpg (l/100km): Urban 56.5 (5.0), Extra Urban 74.3 (3.8), Combined 67.3 (4.2). CO₂ emissions: 109g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. ^Plus VAT and initial rental. Business users only. Based on the Audi A4 Saloon SE Technik 2.0 TDI ultra 163PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,590.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (July 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GT3	L	26.4	4.4	249	50	£93391
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8 TTD PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

2.0 TDI PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V6 TTD PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939-1954mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 V6 Tiptonic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptonic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tiptonic Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62099
4.2 V8 Tiptonic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptonic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptonic Cayenne GT5	L	28.8	5.2	228	50	£72523
4.8 V8 TTD Tiptonic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8 TTD Tiptonic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GT5	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	N/A	£60459

PDK: add £1782 (£2201 to GT5, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GT5	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451

PDK: add £1782 (£2351 to GT5, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.6 Carrera	K	31.4	4.8	212	46	£73509
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GT5	K	29.7	4.4	223	47	£91098
3.6 Carrera Cabriolet	K	30.7	5.0	217	49	£82169
3.8 Carrera S Cabriolet	L	29.1	4.7	229	50	£92204
3.8 Carrera GT5 Cabriolet	L	29.1	4.6	228	50	£96602
3.6 Carrera 4	K	30.4	4.9	219	46	£78365
3.8 Carrera 4S	L	28.5	4.5	234	48	£88400
3.8 Carrera 4 GT5	L	28.5	4.4	233	50	£95862
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49	£87025
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50	£97060
3.8 Carrera 4 GT5 Cabriolet	L	28.2	4.6	235	50	£104385
3.8 Targa 4	K	29.7	5.2	223	49	£87025
3.8 Targa 4S	L	28.2	4.8	237	50	£97060
3.8 Targa 4 GT5	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£150554
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296

PDK: add £2238 (£2947

91B Spyder - 4643x1940mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£8781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£8531155

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.0 ScE (70) Expression	B	62.8	12.0	105	2	£9495
1.0 ScE (70) Play	B	62.8	12.0	105	3	£9995
1.0 ScE (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCE (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCE (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'Y' models)

Clio - 4062x1731mm, EURO-NCAP N/A
DRIVER POWER POS: 7th

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
900cc TCE (90) Expression+	B	62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
900cc TCE (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
900cc TCE (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 TCE (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6 TCE (120) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6 TCE (120) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6 TCE (120) EDC R-Sport Trophy	E	47.9	6.6	135	29	£21780

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCE

Megane - 4295x1808mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17750
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCE GT 220	H	38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCE GT 220	H	38.7	7.6	169	31	£24290
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366-4573x1845mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 78th

1.6 VVT (110) XMOD Dynam Nav	I	36.7	11.7	178	19	£19370
1.2 TCE (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 TCE (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.6 VVT (110) Dynamique Nav	H	38.2	11.7	174	19	£19365
1.2 TCE (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 TCE (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495

Auto: add £1100 to 1.5 dCi (110), Limited: add £600 to 1.6 VVT, £500 to 1.2 TCE, 1.5/1.6 dCi (not XMOD), Grand Scenic: add £1220 (not XMOD)

Captur - 4122x1778mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 44th

900cc TCE (90) Expression+	C	56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15995
900cc TCE (90) Dynamique Nav	C	56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
1.2 TCE (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A	76.4	11.0	98	16	£17695

Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav

Kadjar - 4449x1836mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.2 TCE (130) Expression+	D	50.4	10.1	126	16	£17995
1.5 dCi (110) Expression+	A	74.3	11.9	99	14	£19895
1.2 TCE (130) Dynamique Nav	D	50.4	10.1	126	16	£19695
1.5 dCi (110) Dynamique Nav	A	74.3	11.9	99	14	£21595
1.6 dCi (130) Dynamique Nav	C	65.7	9.9	113	17	£22795

Auto: add £1200 to dCi (110), Dynamique S Nav: add £800 to Dynamique Nav, Signature Nav: add £2000 to Dynamique Nav, 4WD: add £1500 to dCi (130)

ROLLS-ROYCE

www.rolls-roycemotorscars.com / Brochure: 01243 384000 / Dealers: 6
Warranty: 4 years/unlimited miles

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI i-TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£18980

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition; add £600 to 1.4 TSI ACT FR.

Toledo - 4482x1703mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) i-TECH	F	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive i-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to 1.2 TSI (85) S.

Leon - 4263x1784mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 4th						
1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.8	149	26	£25960
2.0 TSI (280) Cupra SC 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £300 less than 5dr, Leon ST; add £825.

Altea - 4282x1768mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 181st						
1.6 TDI (105) Ecomotive i-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) i-TECH	C	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL; add £720.

Alhambra - 4854x1904mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE; add £1875 to 5, SE Lux; add £5315 to 5.

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/unlimited miles

Citigo - 3563x1641mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 31st						
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech; add £360 to (60) SE and Elegance.

Fabia - 3992x1732mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L; add £850 to SE, Estate; add £1000 to selected models.

Rapid - 4483x1706mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 25th						
1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£16360
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£16360
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech; add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models.

Octavia - 4659x1814mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 11th						
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	D	70.6	8.4	106	20	£22235
1.8 TSI (100) Laurin & Klement	E	47.9	7.3	135	25	£26465
1.6 TDI (110) Laurin & Klement	B	70.6	8.4	106	22	£26465
2.0 TDI (110) GreenLine III	A	80.7	10.6	99	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£28380
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	129	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	125	22	£28200

DSG: add £1250 (£1390 to vRS), Estate; add £1200, SE Business; same price as SE (1.6 TDI & 2.0 TDI engines only).

Superb - 4833x1817mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 12th						
1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Elegance	C	61.4	10.0	119	23	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	22	£20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23660
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£32645

DSG: add £1435 to 2.0 TDI, Estate; add £1125, 4x4; add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG; add £2895 to 2.0 TDI (170), Outdoor; add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus; add £1000.

Roomster - 4214x1684mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 62nd						
1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (86) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE.

Yeti - 4223x1793mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 2nd						
1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdr L&K 4x4	F	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor; same price as standard car, 4x4; add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE.

SMART

www.thsmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 3495x1665mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG						
www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68 Warranty: 5 years/unlimited miles						
Turismo - 5130x1915mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES.

Tivoli - 4195x1795mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 SE	F	44.1	12.0	149	N/A	£12950
1.60 SE	C	N/A	N/A	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	N/A	£14600
1.60 EX	C	N/A	N/A	113	N/A	£15850
1.6D auto ELX 4WD	D	N/A	N/A	123	N/A	£19500

Auto: add £1000 to EX and ELX: add £1400 to EX, 4WD: add £1250 to EX and ELX diesel manual

Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736-1746mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2i (70) Life 3dr	D	52.3	16.0	126	£ 10990
1.4i (90) Life 3dr	D	54.3	13.2	121	£ 11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	D	54.3	14.8	100	£ 13150
1.2i (70) Sting 3dr	D	55.3	16.0	124	£ 8995
1.0i (90) ecoFLEX Sting 3dr	C	53.4	13.2	119	£ 8940
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	£ 10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	£ 10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	£ 11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	£ 12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	£ 14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	£ 13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	£ 14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	£ 15635
1.2i (70) Design 3dr	D	52.3	16.0	126	£ 10990
1.4i (90) Design 3dr	D	54.3	13.2	121	£ 11245
1.0i (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	£ 12730
1.3 CDTi (75) S/e eFLX Design 3dr	A	74.3	14.8	100	£ 13150
1.3 CDTi (95) S/e eFLX Design 3dr	A	85.6	11.9	87	£ 13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	£ 11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	£ 11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	£ 13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	£ 12595
1.3 CDTi (75) S/e eFLX SRI 3dr	A	76.3	14.8	99	£ 13845
1.3 CDTi (95) S/e eFLX SRI 3dr	A	88.3	11.9	85	£ 14345
1.2i (70) SE 3dr	D	52.3	16.0	124	£ 12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	£ 12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	£ 14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	£ 13240
1.3 CDTi (75) S/e eFLX SE 3dr	A	76.3	14.8	99	£ 14490
1.3 CDTi (95) S/e eFLX SE 3dr	A	88.3	11.9	85	£ 14990
1.6T (205) VXR 3dr	H	37.7	6.5	174	N/A £17995

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 172nd

1.4 VVT (100) Expression	D	51.0	14.0	129	£ 12995
1.4 VVT (100) Design	D	51.0	12.9	129	£ 15250
1.6 VVT (115) Design	F	45.0	10.9	147	£ 12165
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	£ 16835
1.6 CDTi (110) ecoFLEX S/S Design	A	63.0	11.8	94	£ 17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	£ 18330
1.4 VVT (100) Excite	D	51.0	12.9	129	£ 17755
1.6 VVT (115) Excite	F	45.0	10.9	147	£ 18565
1.7 CDTi (110) e-FLEX S/S Excite	A	63.0	11.8	99	£ 19845
2.0 CDTi (165) Tech Line	C	63.0	8.5	119	£ 19995
1.4 VVT (100) SRI	D	51.0	12.9	129	£ 18735
1.6 VVT (115) SRI	F	46.0	10.9	146	£ 19545
1.4T (140) SRI	D	48.0	9.0	138	£ 20205
1.6T (180) SRI	E	42.0	7.9	159	£ 220810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	£ 15740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	£ 182335
1.7 CDTi (110) S/S 99g SRI	A	76.0	11.8	99	£ 21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	£ 22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	£ 24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 auto Electric	A	235.4	9.0	27	£ 28750
1.4 auto Positron	A	235.4	9.0	27	£ 30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 165th

1.8 VVT (140) Design Sdr	G	40.4	11.5	164	£ 16479
1.4T (140) S/S Design Sdr	D	54.3	10.9	123	£ 17394
2.0 CDTi (120) S/S Design Sdr	A	76.3	11.9	99	£ 18944
2.0 CDTi (130) Design	C	62.8	11.1	119	£ 18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	£ 19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	£ 20154
1.8 VVT (140) SRI Sdr	G	40.4	11.5	164	£ 18279
1.4T (140) S/S SRI Sdr	D	54.3	10.9	123	£ 19194
2.0 CDTi (120) S/S SRI Sdr	A	76.3	11.9	99	£ 20344
2.0 CDTi (130) SRI Sdr	C	62.8	11.1	119	£ 19904
2.0 CDTi (140) ecoFLEX SRI Sdr	A	76.3	10.5	99	£ 20594
2.0 CDTi (163) ecoFLEX SRI Sdr	C	65.7	9.5	114	£ 20134
2.0 BiCDTi (195) S/S SRI Sdr	D	60.1	8.7	125	£ 24814
2.0T (250) S/S SRI VX-Line Sdr	H	39.2	7.5	169	£ 22449
1.4T (140) S/S Elite Sdr	J	60.1	8.7	186	£ 25154
1.6T (170) S/S Elite Sdr	E	47.9	9.2	139	£ 22964
2.0T (250) S/S Elite Sdr	H	39.2	7.5	169	£ 23609
2.0 CDTi (120) S/S Elite Sdr	A	76.3	11.9	99	£ 23124
2.0 CDTi (140) ecoFLEX Elite Sdr	A	76.3	10.5	99	£ 23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	£ 23734
2.0 BiTurbo (195) S/S aut Elite Sdr	D	60.1	8.7	125	£ 27379
2.8 V6T VXR Sport Sdr	L	27.0	5.6	249	£ 29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 186th

1.4 VVT (100) Expression	E	46.3	13.9	140	£ 12625
1.4 VVT (100) S	E	46.3	13.9	140	£ 16420
1.4T VVT (120) S	E	47.9	11.5	139	£ 17155
1.3 CDTi (75) S	D	57.6	16.9	129	£ 17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	£ 17900
1.7 CDTi (110) auto S	G	46.3	12.9	160	£ 20340
1.6 CDTi (136) S	C	64.2	9.9	116	£ 19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	£ 73995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	£ 15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	£ 18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	£ 19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	£ 20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	£ 22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	£ 21370

Auto: add £1420 to 1.4T (120) SE, SE, Exclusive: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 79th

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	£ 22680
1.4T (140) S/S SE	F	45.0	9.9	148	£ 24020
1.8 VVT (140) ES	H	39.0	10.9	169	£ 121375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	£ 122375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	£ 125400
2.0 CDTi (110) ES	E	54.0	11.5	137	£ 126380
2.0 CDTi (130) ecoFLEX S/S ES	E	63.0	10.6	119	£ 23380
2.0 CDTi (130) e-FLEX S/S Exclusiv	C	63.0	10.6	119	£ 24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	£ 24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	£ 25475

2.0 CDTi (165) S/S SE	E	54.0	9.1	137	£ 26090
2.0 CDTi (195) S/S Biturbo SE	E	50.4	8.5	149	£ 22740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusive, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A

DRIVER POWER POS: 89th

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	£ 18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	£ 18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	£ 19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusive, SE: add £2500 to Exclusive

Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	£ 23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	£ 21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	£ 28325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	£ 28735
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	£ 219800

Auto: add £1185, Diamond: add £800 to Exclusive diesels

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 172nd

1.4T (120) S/S Sport	E	48.0	10.9	139	£ 18995
1.4T (140) S/S Sport	E	48.0	9.9	139	£ 19885
1.6T (200) Sport	H	39.0	8.3	154	£ 21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	£ 20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	£ 21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	£ 21955
2.0 CDTi (195) S/S Biturbo	H	53.3	7.8	127	£ 24175
2.0T (280) VXR	J	34.9	5.9	189	£ 27270

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	£ 23995
1.6T (170) auto SE	H	39.2	9.2	168	£ 27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	£ 26800
2.0 CDTi (165) auto SE	E	45.6	9.6	163	£ 27600
2.0 CDTi Biturbo (195) S/S Elite	E	54.3	8.9	139	£ 29665

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941x1781mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	£ 54499
6.2 V8 GT5	M	18.0	4.2	373	£ 56224

VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223
Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 56th

1.0 (60) Move up! 3dr	B	63.0	14.4	105	£ 9810
1.0 (60) Take up! 3dr	B	63.0	14.4	105	£ 98765
1.0 (75) High up! 3dr	B	60.0	13.2	108	£ 11385
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	£ 13465
BEV (82) e-up! 3dr	A	N/A	12.4	0	£ 19270

Auto: add £595 to Move up! and High up!, Sdr: add £375 to 3dr (not Rock up!), BMT: add £360 to Move and High up!

Polo - 3970-3972x1682mm, EURO-NCAP☆☆☆☆

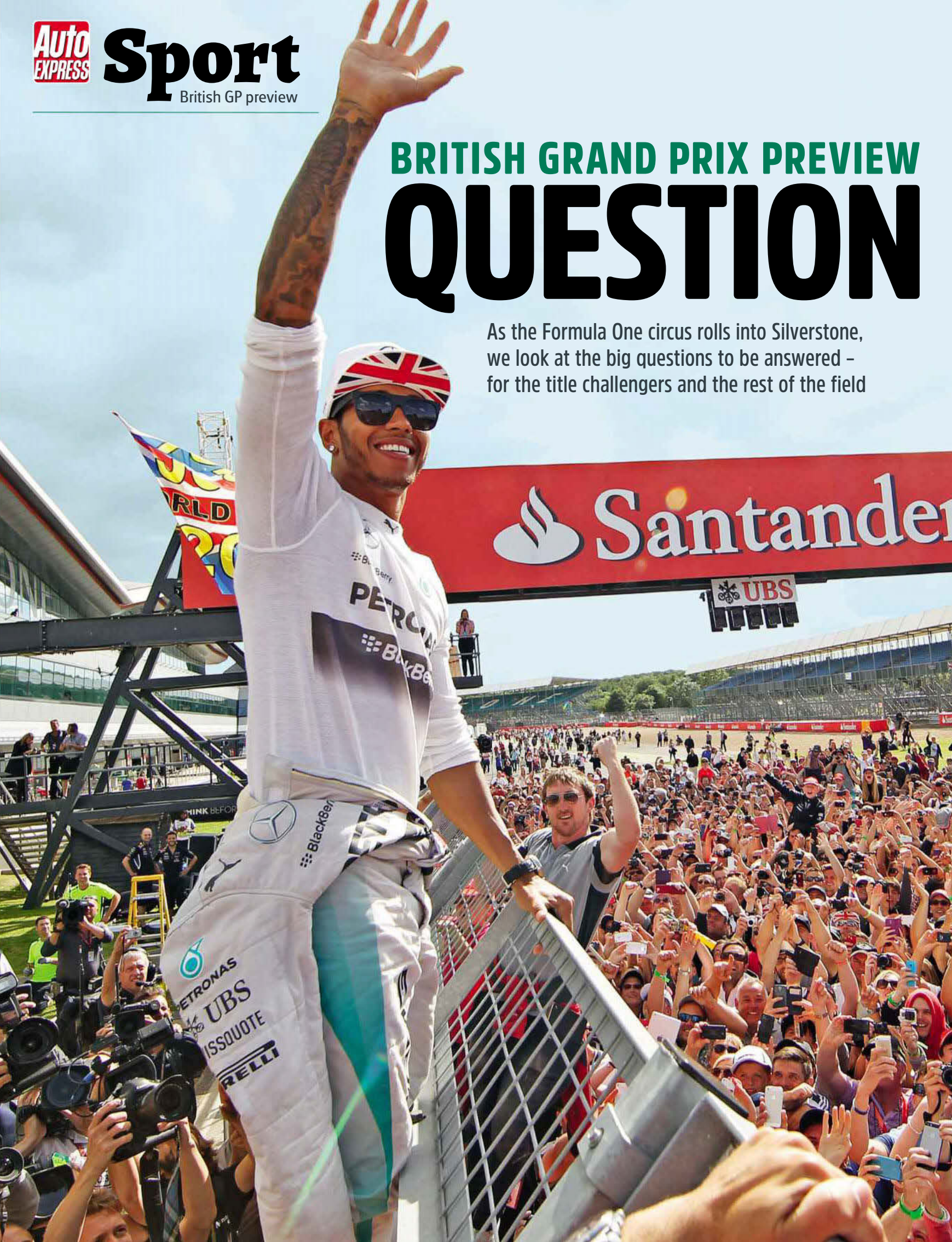
DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	£ 11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	£ 11970
1.0 (60) SE 3dr	B	60.1	15.5	106	£ 12585
1.0 (75) SE 3dr	B	58.9	14.3	108	£ 13110
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	£ 13730
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	£ 134795
1.2 TSI (110) SE 3dr	B	58.9	9.5	110	£ 16260
1.0 TDI (95) BlueMotion 3dr	A	68.9	10.3	94	£ 14730
1.4 TDI (75) BlueMotion 3dr	A	91.1	12.9	82	£ 15795

BRITISH GRAND PRIX PREVIEW

QUESTION

As the Formula One circus rolls into Silverstone, we look at the big questions to be answered – for the title challengers and the rest of the field



TIME



Stephen Errity

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AE FORMULA One hits Silverstone, Northamptonshire, this weekend for the annual British Grand Prix – the ninth round of the 2015 season and always one of the highlights of the calendar. Heading into the race, we look at the big questions to be answered on Sunday afternoon – for both the title challengers and the rest of the field...

Is Rosberg now a serious title challenger?

AFTER April's Bahrain Grand Prix, Mercedes' reigning world champion Lewis Hamilton had been on pole position at every event and won three of the four races held up to that point. While his team-mate Nico Rosberg emerged triumphant at the subsequent races in Spain and Monaco, in the latter Hamilton was headed for victory until an incorrect strategy call by the team, and in Spain he was stuck behind Sebastian Vettel's Ferrari after a poor start.

Hamilton then proceeded to win at a canter in Canada, leading many fans and observers to conclude that the 2015 title race was already all over bar the shouting. But Rosberg's performance last time out in Austria, where he got a better start than Hamilton and controlled the race from the front, suggests that the German may finally have found the extra few tenths he needed to give Lewis a proper run for the drivers' championship.

Only 10 points separate the Mercedes duo heading into Silverstone, so one wrong move under pressure from Hamilton could see the tables well and truly turned.

Can Williams overhaul Ferrari?

IT all looked so promising for Ferrari in Malaysia. New recruit Vettel confirmed he'd made the right decision in quitting Red Bull at the end of last season by holding off a charging Hamilton to take the win. Vettel was third in China and Bahrain, and second in Monaco – but since then, Ferrari has gone off the boil somewhat. This has allowed Williams to inherit the mantle of 'best of the rest' behind Mercedes, by scoring third-place finishes in Canada (Valtteri Bottas) and Austria (Felipe Massa).

Compounding Ferrari's headache are swirling rumours over the future of Vettel's team-mate Kimi Raikkonen, who's underperformed this year and is in danger of being shown the exit by management at the end of the season if he doesn't manage to improve.

Where next for Red Bull and Renault?

RED Bull has no doubt over where the blame lies for its fall from grace this season – engine supplier Renault, which has seemingly failed to do as good a job as Mercedes in getting its head around the new V6 hybrid turbos. The situation has sparked an extraordinary war of words between the supposed 'partners', with Red Bull owner Dietrich Mateschitz repeatedly threatening to pull his

team out of the sport unless it can get a competitive engine. Meanwhile, team boss Christian Horner has appealed against a proposed ban on in-season engine upgrades for 2016, which he says would prevent Renault getting on terms with Mercedes and lead to another year of Hamilton and Rosberg domination.

Who will win the midfield battle?

DEPENDING on the circuit, there's not a great deal to choose between Red Bull, Force India, Lotus, Sauber and Toro Rosso this year – a mere 36 points cover those five teams in the constructors' standings heading into Silverstone.

So even if Hamilton and/or Rosberg cruise away at the front after the first lap, there should be plenty of interesting battles further down the field to hold viewers' interest. And as one of the more 'traditional' F1 circuits, Silverstone's high-speed layout still offers plenty of overtaking opportunities for brave and committed drivers such as Toro Rosso's hard-charging young rookie Max Verstappen.

Will McLaren-Honda's nightmare season continue?

EVERYONE expected the McLaren-Honda engine partnership to take a little time to gel and find its feet, but nobody was prepared for the unmitigated disaster it's turned out to be – least of all drivers Jenson Button and Fernando Alonso. The latest ignominy came in Austria, where Button was handed a 25-car grid penalty on a 20-car grid when McLaren exceeded the maximum amount of various engine components teams are allowed to use during a season.

And even when not being penalised, the cars aren't reliable or fast. Button's eighth in Monaco is the Woking squad's best result so far, while Alonso has retired from or failed to start all but two of the 2015 races to date. There's no reason to expect anything different at Silverstone, while the drivers must be beginning to wonder whether these difficulties will continue into 2016.

How can I follow the race on TV?

IF you haven't secured a ticket and aren't planning to be there in person, the British GP is being broadcast live by both the BBC and Sky Sports F1. Sky has Friday's practice sessions at 9:45am and 1:45pm, Saturday's practice at 9:45am and qualifying the same day at 12:00pm. Its race coverage kicks off at 11:30am on Sunday.

BBC2 will show all three practice sessions back-to-back on Saturday morning from 6:35am, with qualifying in the afternoon at 12:10pm and the Sunday race from 12:15pm.

“As one of the more ‘traditional’ F1 circuits, Silverstone still offers plenty of overtaking opportunities”



Lewis won 2014 British GP, but Nico's on a roll since Austria



He was No. 1 in Malaysia, yet Vettel's tailed off since



Unimpressed Alonso has had a nightmare 2015 so far



DS in Virgin Formula E link-up

■ Citroen brand in racing tie-up
■ Amlin ends Aguri backing



Stephen Errity

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AE CITROEN'S luxury brand DS will link up with Sir Richard Branson's Virgin Racing team for the second season of the FIA Formula E electric racing championship.

The partnership was announced ahead of the 2014-15 season finale double-header in London's Battersea Park last weekend and will see the Virgin squad use Citroen electric drivetrain technology in the series' second season, which runs across 2015-16.

Speaking about the partnership, Virgin Racing team principal Alex Tai said: "Our collaboration with the DS brand is not only a partnership between two amazing brands, but also a great opportunity to showcase our intent of winning the FIA Formula E championship. In addition, it highlights our ambition to be at the forefront of pioneering new technology in Formula E to aid the technology transition to road cars."

Virgin Group founder Branson added: "I'm delighted that Virgin Racing has found a partner of the calibre of DS. In its first season, Formula E has delivered its vision of creating exciting, fan-friendly racing where almost any team can win. I look forward to building on this and with DS we aim to win multiple championships."

"I'm thrilled that Virgin Racing is playing a leading role in another of Formula E's visions – attracting the large automotive OEMs to the sport so that the technology developed flows down into the cars that we can all drive. I've no doubt the partnership will prove a great success, not only on track but also in providing a catalyst to develop the electric vehicles of the future."

Elsewhere, the Super Aguri Formula E team, which won the Buenos Aires round

Virgin will partner with DS and run Citroen electric drivetrain tech in Formula E's second season



"Formula E has delivered on its vision of exciting fan-friendly racing where nearly any team can win"

SIR RICHARD BRANSON Virgin Racing



As Virgin welcomes DS, the Aguri team (above) has parted with its main sponsor Amlin

earlier this season, is in search of a new headline sponsor for 2015-16, with the insurance company Amlin reported to be on the cusp of moving to another team for the championship's second year.

The squad started the season running hotly tipped Red Bull protege Antonio Felix da Costa and Brit Katherine Legge, but the

latter left the team mid-way through the year and was replaced by Mexican former A1GP driver Salvador Duran.

Japanese ex-F1 racer Sakon Yamamoto then took da Costa's seat for the pair of London rounds, as the Portuguese was on touring-car duty for BMW at the Norisring street circuit in Germany.

Brits look to shine in F1 supports

BRITAIN'S rising motorsport talent will be looking to shine in front of the biggest home crowd of the year at the British Grand Prix at Silverstone this weekend.

In the GP2 single-seater series, Williams development driver Alex Lynn, from Essex, sits fifth in the standings after four rounds, having won the sprint race in Spain and finished third in the same event in Austria.

McLaren junior Stoffel Vandoorne has dominated this season, winning the longer feature race at every round held so far.

Meanwhile another F1 support series, the Porsche Supercup, sees an influx of British drivers for its Silverstone round – mainly from Carrera Cup GB. They include the series' current leader Dan Cammish and its 2014 champion Josh Webster.

RISING STARS

GP2 man Alex Lynn (right) and a host of Brits in the Porsche Supercup (below right) will be flying the flag at Silverstone



Ogier on top as WRC hits Poland

POLAND is the next stop for the World Rally Championship this weekend, with local hero Robert Kubica expected to once again be the focus of attention.

But he's unlikely to break the VW drivers' stranglehold at the front, with Citroen's Kris Meeke the only non-Polo driver to have topped the podium so far in 2015.

French double champ Sebastien Ogier (above) has won four of the six rounds to date and leads Meeke's Citroen team-mate Mads Ostberg by a huge 66 points.



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AE WHEN on the other side of the world a few months ago, I met up with an old friend who's a senior executive at a tyre company. I asked him the same question I always ask him: what's new in the tyre world? And, in turn, he gave me his usual answer: the latest news, he insists, is that they're still black and, er, they're still round. It's an odd game, the tyre business, as Michelin recently proved by buying rags-to-riches Blackcircles.com for £50million.

Another big player is Micheldever, which includes Protyre and claims to be the UK's largest independent wholesaler, distributor and retailer of six million tyres annually.

"The great news for the consumer is that over the last 18 months, prices have fallen relentlessly – in some cases by more than 20 per cent," Micheldever CEO Duncan Wilkes told me. "Having said that, some motorists are still making dumb decisions."

He added that there's a "very strange schizophrenia" among certain drivers, who are highly safety conscious when it comes to the type of child seats, airbags and braking systems they buy, but barely think about the four pieces of rubber beneath them.

"They're leaving it later and later before changing their tyres. From a road safety perspective, it's extremely concerning." Cheap-as-chips products concern him, too: "It's rarely the case that cheapest is best – and that's certainly true when it comes to tyres," Wilkes said. But he would say that, wouldn't he? After all, he's got round, black things to sell.

"Let's put it like this: a driver with, say, a Ford Fiesta needs to know that if he's only paying £35 for a new tyre, he's probably only getting a low-budget Chinese one," he continued. And according to Wilkes, even if a driver goes to £45, they're probably still only in premium Chinese territory. But a mid-range product can be had for £55, whereas £65 buys in the "decent" mid-range and £75 upwards fetches premium rubber.

In short, avoid being dumb, dumber or dumbest – think long and hard about bargain-basement new or used tyres. Instead, invest your hard-earned cash in, at least, quality mid-range rubber. But also invest your time in knowing the right tyre pressures, then checking and adjusting them with military-like commitment and precision. And keep reminding yourself that your valuable car never touches the road – unlike the black, round things it has perched in each corner.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

Avoid being dumb, dumber or dumbest – think long and hard about bargain-basement new or used tyres

Do you agree with Mike?

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